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AUTOSPORT

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Work is progressing well on the revival of Donington Circuit with the possibility of the first meeting taking place there next year.



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EDITORIAL

Wider appeal

Following a couple of years of sitting in the doldrums, the image of motor racing seems to be changing this year. Already this year has been a most encouraging one for the circuit promoters with a general increase in spectator attendances and with five internationals over the Easter weekend, hopes will be high for a continuation of this trend.

Supposing that the situation was as serious as certain promoters predicted last year, why has there been this much welcome reversal in trends? The racing itself has not changed significantly, although in almost all classes of racing, competitor support has never been so high. Circuit amenities have not changed considerably over the winter either.

In respect of the Motor Circuit Developments circuits, their managing director John Webb attributes much of success to Radio Luxembourg. This year MCD are involved in a strong advertising campaign with the popular radio station resulting in meetings (in particular Formula 5000 races) being given extensive publicity over the air.

Motor racing is an exciting sport in itself and when presented in such a way by a radio station with an audience in the millions aimed at the under-30 age group, the possibilities of encouraging more spectators are far greater than the customary unimaginative advertisements put out by circuits. Radio Luxembourg's involvement in British drag racing over the past few years has certainly increased the gate figures at Santa Pod, and the same seems to be happening to motor racing. Now if this is so, it is imperative that when these spectators are introduced to motor sport that they are suitably impressed to become regular visitors, and not put off from what they see.

Apart from certain organisers, who persist in running dull race programmes at championship meetings, the standard of these meetings and internationals in Britain are extremely good and the viewing facilities perfectly adequate. But for the new trend of spectators, off-circuit entertainment is as important as the racing itself. There are limitations to what some circuits can do—for instance Brands cannot play music over the circuit loudspeakers on Sundays—but unless the girl-friend, wife or family can be entertained as well as the husband, then he's not going to have much opportunity to be allowed to watch motor racing very often.

The big circuits are tackling this problem well, Brands announcing this week that a discotheque will be a feature of their future race meetings and Silverstone have several excellent innovations planned for the family spectator over the John Player Grand Prix weekend.

In the past a spectator to motor racing came for the racing only and that was all he saw for his money, but times have changed and circuits can no longer exist on revenue from just the enthusiasts. They need the more casual spectators and are gradually adapting their circuits accordingly. The enthusiast may not like it, but bigger attendances will help him as well, with the increased revenue enabling circuit owners to stage better and bigger races and provide better amenities.

Radio Luxembourg's tie-up with motor racing is the start of an affair for which both sides can benefit if handled properly, and which can be further expanded with the advent of commercial radio stations.

our cover picture

Henri Pescarolo's Matra MS670 prepares to pass the Ferrari of Jacky Ickx during last Sunday's third round of the World Manufacturers Championship at Dijon. Pescarolo went on to score Matra's second win of the year in the championship. Our report starts on page 8.

Photo: Jeff Hutchinson

Henri Pescarolo in works F1 March at Barcelona

March have chosen Henri Pescarolo to fill in at Barcelona on April 29 while regular F1 man Jean-Pierre Jarier is busy with F2 at the Nurburgring. This is a one-race-only deal and there is no intention to run more than the one works car at any time. March designer Robin Herd says, "Henri went extremely well in practice for us there in 1971, faster than Ronnie in fact, and we're all very happy at this chance to make up to him for his poor run in the race that year. He's actually a much better driver than most people think." The deal is strictly between March and Pescarolo, although Motul have given their blessing and, reportedly, "Granatelli is delighted." Is this a portent of a second, privately-entered March later in the season? "The silly season is starting early this year," observes Robin, "There isn't much point in idle speculation at this stage." This will be Pesca's first F1 drive of the year as following his split with Frank



Henri Pescarolo — F1 ride.

Williams at the end of last year nobody has signed him up, although he is currently going extremely well in Matra sports cars and finished fourth at the Hockenheim F2 race

Extra French 2-litre races

Three new 2-litre sports car races have been arranged in France for this season at Magny Cours and the new circuit at Arras.

The first race will be at Magny Cours on May 1 and the remainder at the 1.9 km Arras circuit on May 27 and August 26.

Each race will be in two heats of about 60 kms each with overall classification by addition of times.

Entries and further information from Promocourse, 100 Avenue de Neuilly, 92522-Neuilly, France.

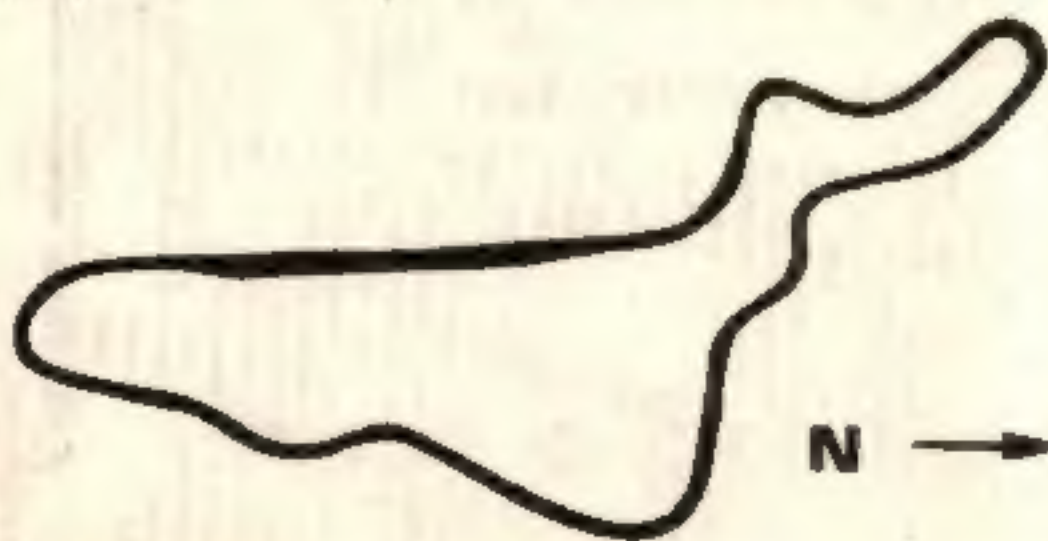
Entries already received for Magny Cours include Elford/Sweltek (March-BMW), Larrousse, Edwards, Laffosse (Lolas), Andruet (Abarth), Miles (GRD), and Hine (Chevron).

Meek's ban

Chris Meek has been suspended from racing for one month and fined £100 for dangerous driving tactics employed in a special saloon car race at Croft on March 11, when driving the Tate of Leeds 2-litre Ford Escort; Meek charged through from the back row of the grid to finish second. Meek's suspension means he will be unable to race his exciting production sports de Tomaso or Formula Atlantic Motul or special saloon Escort over the Easter holiday period.

● Alain Peltier's Schnitzer BMW won the lucrative Kent saloon/sports race at Nivells last Sunday. Frank Gardner's Camaro was second with Dave Matthews' Broomspeed Capri third and Brian Muir's Alpina BMW CS fourth.

The AC de Palermo announced the new permanent Targa Florio circuit last week which will be completed for 1975. The traditional circuit of 72 kms will be used until the short 6.3 kms track is ready.



Hesketh F1 plans



James Hunt — more F1 races.

Following James Hunt's exceptional drive into third place at the Race of Champions, his F1 debut, Lord Hesketh has decided that the Hesketh Racing Team will contest more F1 races this year. In fact starting with the Monaco GP on June 3, Hunt will do all the F1 races which do not

clash with his bid for the European F2 championship.

Hesketh Racing have come to an agreement with Team Surtees to run the TS14 car which was originally scheduled for Andrea de Adamich. Team manager Bubbles Horsley reported this week that the car was currently under construction and that two DFVs had been ordered.

James' F1 exploits this year are still officially exploratory before a full scale attack is made next year although he will be taking part in at least six GPs this year which is as near to a full scale effort as could be hoped for.

Hunt will be campaigning the Hesketh F2 Surtees TS15 on April 28 and May 20 which clash with the Spanish and Belgium GPs but after that should be able to take in all the races including the American ones. The colourful and rather extrovert appearance of the Hesketh personnel, which has added much life to F2 paddocks this year, will, we are assured, be appearing in the same manner at the F1 events.

More F5000 prizes

Gonzalez Byass (UK) Ltd the importers of Charles Heidsieck Champagne, the second largest selling champagne in the UK, will be giving additional prizes to Rothmans F5000 contestants this year.

They are putting up a challenge trophy, the Charles Heidsieck Trophy, for practice performances in this year's championship races. First, second and third drivers on the grid will receive points on the basis, 10-7-4, and the top scorer at the end of the year will receive the Trophy.

In addition, in all the races held in England and Ireland the driver who achieves fastest time in practice will receive a case of Heidsieck champagne presented to him on the grid before the start of the race.

The mechanics of the fastest qualifying car will receive a bottle of champagne to share between them.

This sponsorship from Charles Heidsieck renews an association which started when they sponsored the supporting F5000 race at last year's John Player GP.

CSI relax F1 regs

A telexed notice has gone out to all F1 constructors that the CSI is conscious of a problem in obtaining from the aviation industry the new, ultra-strong rubber bags which were to have been required for the Spanish GP, and the governing body therefore "Gives permission for F1 cars to run with F2 fuel tanks until date determined with 6 months notice." This effectively means a postponement until next year in adopting the military-specification rubber material which offers a

manifold increase in tear and puncture resistance. It does not, however, mean any changes in the "crush space" requirements, with which most existing GP cars have already been fitted.

The same message also cleared up a matter pertaining to the quantity of required self-sealing breakaway fuel line couplings; at the moment and until "Date determined with same time Notice" only one is necessary, to be located in the line between collector tank and engine.

● Peter Schetty came out of retirement again last week to assist the Ferrari sports car team at Dijon in an effort to put them back on top of the sports cars scene. The "comeback" is apparently only temporary.

● Following the homologation of the Lotus Europa Big Valve, the BRSCC have made this car eligible for their STP Production Sports Car Championship. It will, therefore, be allowed to run in class B.

Chevron Activity

Peter Gethin went testing with his works Chevron B25 F2 car at Croft last week and did a 1 m 2 s which is well under the lap record held by Tony Dean's F5000 Chevron B24.

The B25 which American Brett Linger has bought from the works, but which will be run in conjunction with the works car of Gethin and Gerry Birrell, was completed last Friday and tested at Goodwood this week. The F5000 ace should be at Thruxton this weekend.

As well as Gethin's works B24 F5000 car in the American L&M series there will be another car for an as yet unnamed driver. American importer Geoff Freeman took delivery of the car last week.

Also delivered last week from the Bolton factory was a brand new B23 sports car for John Hine to drive for Roger Hire's HIRE International team. As well as doing all the championship rounds it is almost certain that the car will be entered for Le Mans. Incidentally although the 2-litre championship has already started there must be a number of people still to appear as Chevron still have 12 B23s to deliver.

Pierre Maubianc, the French hillclimber and Chevron agent, has recently taken delivery of a B23 and a B25 both of which will be fitted with Schnitzer BMW engines; Maubianc just happens to be an agent for Schnitzer as well. He is currently building a huge new racing factory at Lyon to house his various projects.

● Immediately after Thruxton this weekend Peter Gethin will be flying over to America in order to get in some practice for the L&M opener on April 29 at Riverside.

Hill's F1 Embassy Racing Team

Embassy Racing is the name of Graham Hill's Formula One team. His Shadow will be sponsored by Embassy, the leading brand of WD & HO Wills, Britain's largest tobacco company.

The announcement of the new sponsorship was made in London yesterday (Thursday). Embassy have signed a three year contract with Hill to support his racing activities (which should put an end to those tiresome questions everyone asks him about his retirement).

This is Wills' first venture into F1 although their name has been connected with many teams in rumours over the past few years. The Embassy name is not new to motor racing however as they have been connected with rally cars and Rallycross previously.

Chris Cory, the Wills marketing director said that the F1 pro-



Graham Hill — three year contract.

gramme was a major extension of their special events programme and complimentary to the

Embassy European Rallycross Championship making Embassy a well known name in motor racing abroad.

The car will be entered as an Embassy-Ford and will be painted in the Embassy colours of red, white and gold.

The car is actually a Shadow, chassis number DNA1/003, built at Don Nichols' AVS factory at Northampton. The car has recently been completed and undergone preliminary testing. This will be completed this week prior to shipment to Spain where the team will make their debut at the Spanish GP on April 29.

As already announced Alain de Cadenet will be the team manager with mechanics Vince Higgins, Dave Kaylor, Micky Gomm and Dave Charles while the Wills manager will be Peter Dyke.

Angelini March Racing Brazil F3 team

Angelini March Racing Brazil is the name of a new F3 team being run by former F3 pilot and latterly F2 team manager, Italian Sandro Angelini. The team will consist of two new March 733s driven by 'Teleco' and Antonio Guarana Meneses from Brazil. 'Teleco' entered 21 races last year with his VW special saloon, won 18, finished second in two and third in the remainder; not surprisingly he ended up champion. This is the same sort of racing that fellow Brazilian Lionel Frellich, who made such a big impression at Silverstone last week in his F3 debut, had been competing in.

The cars will be based at Bicester and will use Italian built Novamotor engines.

John Player Yearbook

Out today (Thursday) is the 1973 edition of the John Player Motor-sport Yearbook. This invaluable book, which was published for the first time last year, has 80 more pages and costs £2.20. It contains lots of colour photographs as well as features about Ferrari's sports car win and the F1 year by John Player Team Lotus. There are précis reports of all World Championship F1 and (new this year) Manufacturers' Championship races ever held, as well as a profile section which provides biographies of over 100 racing and rally drivers. Barrie Gill's book is an altogether prodigious effort that no enthusiast will want to miss. Publishers are Queen Anne Press.

Two new JP F3 rounds

Motor Circuit Developments announced last week that there would be an additional round of the John Player Formula 3 Championship at Zandvoort this year. The revised Dutch circuit, which has just been sanctioned for the Dutch GP, will be used for the first time for this meeting on May 20. This is the third successive year that Zandvoort has held a round of the major British F3 championship and the race has always attracted a good entry from Britain and Europe.

Another additional European round of the John Player championship will be at Paul Ricard on September 2 as a supporting event for the European Touring Car Championship round. This is as well as the round which will support the French GP at the same circuit on July 2.

The many faces of Mike Hallwood. On the left he is being presented with only the second ever Ladbrokes award "For Courage in Sport" in recognition of his South African heroics. With him (l to r) are David Barnett (marketing director of Brooke Bond Oxo), Alexander Alexander (managing director, Ladbrokes), and Norman Bingham (managing director, Brooke Bond Oxo). On the right, Mike's friend looks to be making amorous advances: Give us a kiss!



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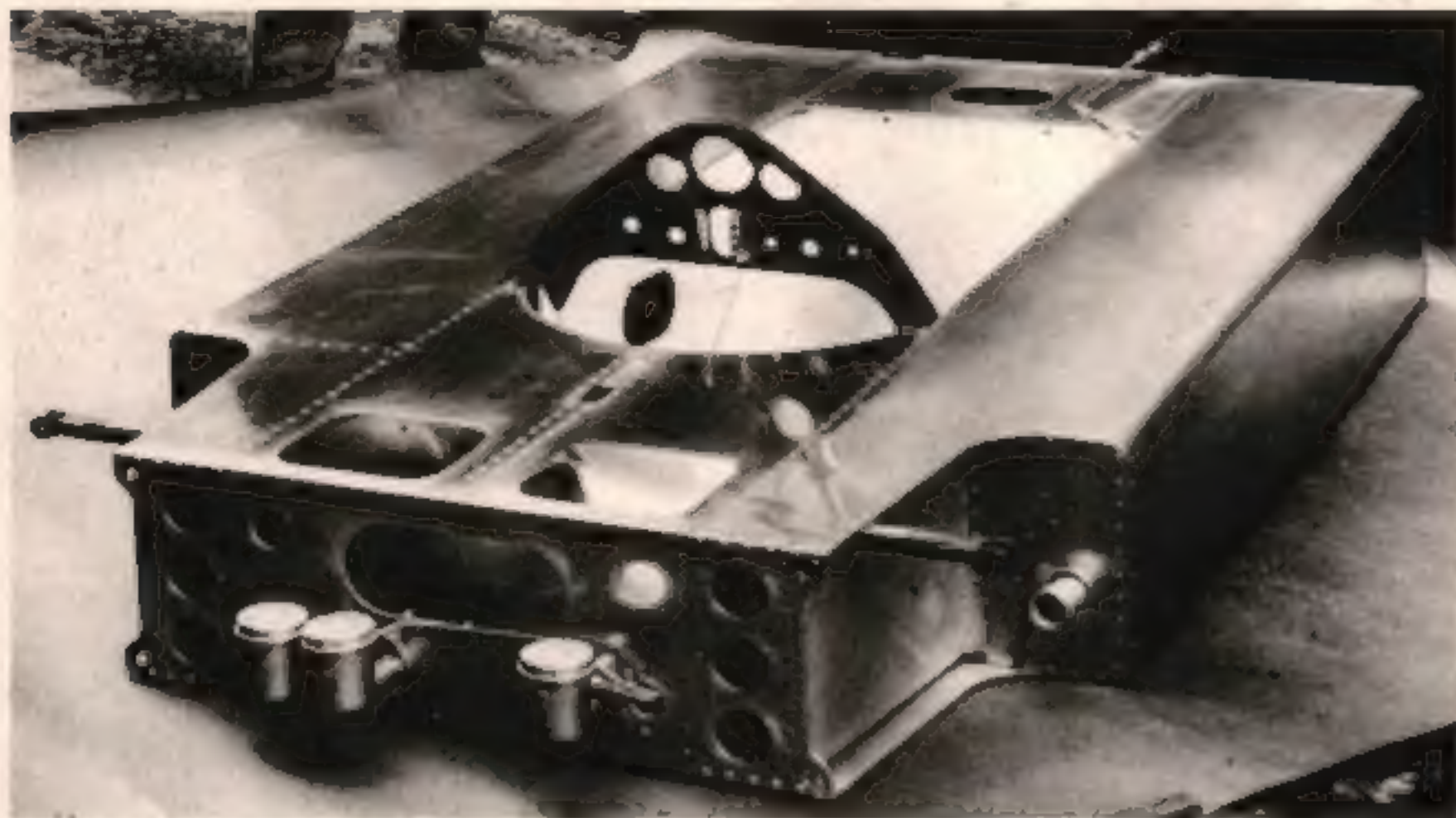
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Pit and Paddock



The Gordon Fowell-designed, John Thompson-built, Tecno chassis.

Second Tecno nearly ready

The Gordon Fowell designed Tecno is now nearing completion in the Tecno works at Bologna and will be ready for testing by Chris Amon by the end of this month. The basis of the car is the exceptionally rigid monocoque, which complies with both the letter and spirit of the 1973 regulations regarding deformable structures. The Martini-Tecno has a true monocoque, basically consisting of two longitudinal box members, either side of the driver, their ends being sealed by front and rear diaphragms and

each carrying an 80-litre fuel tank, the tanks being located towards the rear where the taper section of the box members is greater, providing more accurate control of fuel loads. Between the box members is the driver, backed by a third fuel tank, and around the whole unit is wrapped another alloy skin, providing a space between the box members and the skin of between 10 and 100 mm to comply with the regulations. This space is filled with fire resistant foam which has a compressive strength of

25 lbs per sq in. The only steel in the monocoque is used for the rear bulkhead frame, where the Tecno flat-12 engine is mounted, and here four mounts run longitudinally along the top and bottom corners of the box members' inner sides with the roll-over bar mounting on their front extremities. There is no steel in the front bulkhead or in any other place. The material chosen for the monocoque was L72—an aluminium alloyed with copper and magnesium with very thin outer skins of pure aluminium to resist corrosion. The final weight of the structure, which includes the outer body skin, is 105 lb, which compares favourably with other F1 cars.

Progress good on work at Donington

Work was meant to start last week carving out the area which will hold the luxurious pit buildings at Tom Wheatcroft's new Donington Park, Leicestershire. Although planning permission is still to be granted, it is hoped to build 24 lock-up pits/garages, which will be equipped with showers, and will be two storey with courtesy pits above the slightly raised car pits, similar to those at Le Mans.

Meanwhile, the rest of the track, in excess of 2 miles in length, is rapidly taking shape. The basic shape is fairly similar to the old track, except that the straight is shorter, and a chicane half way down is intended to keep speeds down somewhat. The straight stops somewhat short of the old Melbourne Hairpin, which is still in existence, and doubles back towards a bend which leads to the pits area.



Work in progress on the fantastic new Donington circuit.

From here the track leads to a long bend near the old Red Lodge and then winds downhill in a spectacular series of curves towards the old hairpin. It stops short of this landmark however, and goes towards the old bridge, which is still in existence and will be extended to carry spectators at a later date. From here, the track winds up hill through trees towards Maclean's, a short straight which ends in a bend near the site of the old Coppice and near the buildings housing the Collection, from where the

straight begins.

The base for the track is now in existence for about half of the circuit. Over 2,000 trees have been felled. The projected date of opening is during March next year. To begin with spectators will only be admitted to the outside of the circuit. Plans are also under way for the construction at Donington by Tom Wheatcroft of what will be the longest hill climb in this country. It has a projected length of one mile, although its exact location is not known at present.

Wins for Foyt and Andretti



A. J. Foyt — winner No 1.

Trenton, New Jersey was the venue for the second and third rounds of the USAC Championship last weekend. In fact it was two 150 mile heats but for point scoring they count as separate events. Mechanical failures were rife and both heats produced separate winners. A. J. Foyt won the first event while Mario Andretti gave the Parneil Jones Viceroy team their second victory in two meetings by taking his new car to a comfortable win.

Mario Andretti — winner No 2.



● People wishing to fly to Silverstone for the British Grand Prix are asked to contact the circuit as soon as possible to ensure a booking. The organisers are expecting over 150 light aircraft for the meeting, which will be one of the largest gatherings of light planes ever seen in this country. Seventy-five planes flew into Silverstone for the Daily Express meeting and to cope with the increased traffic, staff from the Oxford Airport have been brought in to look after all aeroplane arrangements.

● Following the third round of the World Manufacturers Championship at Dijon last week Ferrari lead the championship without having won a race. They have 43 points with Matra-Simca second on 40; Porsche third (31), Chevrolet, 12 and Gulf Mirage, 8.

Parnelli Jones buys OMS

It seems like the Ontario Motor Speedway has finally got itself an owner, for 1973 at least. It was announced last week that Parnelli Jones and Indy president Tony Hulman had been granted approval to take over the operation of OMS. An agreement has been reached for a one year operating contract which includes options for a long term lease.

Jones commented that this would give them time to see if the track could be operated successfully with the full co-operation of the local community.

● Omitted from the original announcement of the Castrol production saloon Car Championship was the round on May 28 at Snetterton. This brings the total number of rounds to 22.

Except for testing purposes the elaborate speedway has been inactive since December when the former operating company declared that it was unable to continue to pay the rent. The first race for the Speedway this year will now be the California 500 on September 2. As well as Jones and Hulman, Vel Miletich (Jones' USAC team partner), Jim Cook (Vel's Parnelli PR man) and Dudley Gray, attorney, will be involved in the new ownership.

● The last line of the Jensen test in last week's issue should have read, 'there's something to be said for a good old axle and semi-elliptic springs, after all!' We regret that a misprint made a nonsense of this.



New Matra-Simca

A new mid-engined 115 mph Matra-Simca sports coupe was announced on April 14 by Chrysler France. This is a joint engineering development by Matra and Chrysler France.

Known as the Bagheera, the new 2-door fastback features three-abreast individual front seating; power assisted, dual circuit disc brakes all round, and retractable headlamps in its specification. It is powered by the 1294 cc Simca engine mounted transversely in front of the rear axle. With two twin-choke Weber carburettors it develops 84 bhp at 6000 rpm.

The Bagheera also employs other components from the Simca "1100" models: 4 speed gearbox, torsion bar front suspension, engine cooling system, some body fittings and front brakes. The rear independent suspension, designed by Matra, uses torsion bars. The body of the Matra-Simca is in polyester resin, strengthened with glass fibre and moulded on a steel sub-frame. The large rear window opens to give access to the luggage and engine compartments. There are no plans to market the Bagheera in the United Kingdom.

Brands Hatch discotheque

An extra attraction for racegoers at Brands Hatch for the rest of this year will be a discotheque. This is a feature which has been mooted for a long time at Brands and following the success of the Radio Luxembourg tie-up with MCD the go-ahead for the project has been given.

The disco will be in a huge inflatable tent which will be situated behind the parade of shops of the main service road. The tent will be known as the Kent Messenger discotheque and will be operating at every car and motorcycle meeting for the rest of this year.

Texaco stars delayed

At the time of going to press it seemed most unlikely that the Texaco Star Lotus F2 cars will appear at Thruxton this weekend. Ronnie Peterson's F1 testing shunt on the Wednesday before Silverstone virtually ended hopes of the cars being ready. David Boyd of Texaco told us on Monday that he had received a telex from Lotus saying that the situation was getting worse rather than better and it was most unlikely that they would appear although they had not given up hope altogether.

● The European Touring Car Championship round at Brno, Czechoslovakia scheduled for May 20 has been cancelled. There was a fatal accident at the circuit last year and the CSI demanded certain safety improvements which although they are being carried out, will not be completed in time.

● The Malaysia Grand Prix held last Sunday was won by local ace John Macdonald in a brand new Brabham BT40 which had never, in fact, turned a wheel. Another local, Albert Poon, was second in another new BT40.

Marshall challenges Mick Hill

A personal duel in the special saloon category looks like developing between Gerry Marshall and Mick Hill. Apparently Gerry was heard to declare in a Silverstone bar that his Blydenstein Firenze would best Mick's Tricentrol Racing Boss Capri any day. Within earshot was Tricentrol Car Group managing director Brian Courtenay, and when Gerry offered to back up his claim with a £100 wager, Courtenay accepted out of his own pocket. (This is with Hill's two-year-old car, not his new 84-litre Capri.)

Since then Mick Hill has named two dates—at Oulton Park and Snetterton—but as the two drivers are following saloon championships, Gerry can't make either. So now Peter Browning of the BRSCC hopes to lay on the two-car duel as a special crowd-drawing attraction at a forthcoming meeting.

INTERNATIONAL DIARY

April 19/20
East African Safari, Kenya (World Rally Championship, round 4)
Circuit of Ireland, Ireland (European Rally Championship, Far Drivers, round 4)
April 20
Snetterton, England (Rothmans Formula 5000 Championship, round 3)
Oulton Park, England (John Player Formula 3 Championship, round 2)
April 21/22
Easter Races, Zandvoort, Holland
April 22
Salzburgring, Austria (European Championship for Touring Cars, round 2)
Singapore Grand Prix, Singapore
April 23
Thruxton, England (European Championship for Formula 2 Drivers, round 3)
Brands Hatch, England (Rothmans Formula 5000 Championship, round 4)
Mallory Park, England (John Player Formula 3 Championship, round 3)
Zandvoort, Holland (European Formula Ford Championship, round 1)
Bathurst, Australia (G5, G2)
April 29
Monza 1000 kms, Italy (World Championship for Makes, round 4)

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By Barry Foley





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Henri Pescarolo on his way to his second win of the year in the Matra.

DIJON

Matra's second success; Mirage impresses

Story and pictures by JEFF HUTCHINSON

Back on their home ground of Dijon, France, and the all-French Matra team of Gerard Larrousse/Henri Pescarolo once again trounced the Ferraris with a fine victory in their Matra-Simca 670.

The race was another Matra domination, quickest in practice and quickest in the race, but once again their "star car" of Cevert/Bellotse ran into trouble with a misfire and chunking front tyres early on, plus a puncture in the closing stages, and it ended up third splitting the two Ferraris entered. Second was the Ickx/Redman Ferrari which had Ickx at the wheel for three hours non stop in a bid to catch the leading Matra but which failed to do so by just over a lap despite earlier problems.

The Gulf Mirage team made their most promising appearance to date and were unlucky not to pick up more than the eight points they finally got with the Hallwood/Schuppan car in fifth place after various problems. Hallwood had led the Ferraris early on and was quicker in practice while Bell was the only non-Matra driver to lead the race and was lying second when he retired his Mirage with a collapsed rear wheel bearing soon after taking over for his second stint.

The Gitanes Lola T282 of Jean Louis Lafosse/Reino Wisell finished in sixth spot after a lot of problems and a not particularly impressive outing.

Mike Hallwood was impressive in the Mirage; Jacky Ickx tries hard in the Ferrari to keep up.



When the Automobile Club de Dijon read the news that John Webb had decided to cancel Britain's date for round three of the World Manufacturer's Championship race there must have been another round of *vin ordinaire* all round. It gave the newly built circuit of Dijon-Prenois a chance to put itself on the international map and steal Le Mans' thunder at being the first Club to show the Frenchman their best chance of a world championship victory for many a year in the form of the two Vallelunga conquering, Ferrari crushing, Matra MS670s.

There seemed to be a lack of the visible excitement shown by the Italians for the Ferraris, but still there was an atmosphere of national pride radiating around the Matra camp. After their convincing Italian win the team arrived with that little extra confidence of superiority but were far from resting on their laurels. Since the previous race they had refurbished the same two cars and found time to modify the engines and exhaust systems on each car so that they now ran two three into one, instead of a single six into one on each bank of cylinders. A set up which was said to gain another 10 bhp making 485 hp in all. Both cars were running the same different nose sections while the new Matra cast wheels replaced the old ones which were found to be porous. Again one was ZF, and the other Hewland geared. Cevert/Bellotse and Pescarolo/Larrousse were the usual pairings.

Ferrari's problems were not limited to Matra for the ever present Italian strikes had affected their effort too. Instead of the usual replacement cars after Vallelunga only one fresh one could be readied in time while the usual third car had to be left behind. Ickx and Redman were paired in the Merzario/Pace car of the last race while the latter pair had the fresh car. The only major changes to the cars were that they were now running the larger 15 in wheels with the resultant minor suspension mods, while in the case of an emergency Enzo Ferrari had dialled Basile and called in Peter Schetty to manage the operation.

Although it seems as though the strikes affecting both Ferrari and Alfa have at last finished, Alfa were still unable to make this race and are expected at Monza.

The Gulf Mirage team brought along their usual two Mirage M6s both DFV powered, the results of the V12 Westlake engine making it very unlikely that it will be seen racing this year, although development is being carried out when time permits.

Fortunately the team discovered Vallelunga's gearbox failure was nothing more serious than an oil leak from loose side plates, so hopes of a high placing here were even greater. Bell and Ganley were in the latest car (No 5) while Hallwood and Schuppan were again paired together, in No 2 this time. The major mod to these cars was that Hallwood's had been changed to a ZF differential instead of the usual Powerlock. This was found to get the power down much more

smoothly and before the race Bell's car was equipped with the same.

It was a Lola weekend at Dijon with no less than four 3 litre cars, although once again the only serious entry was the Gitanes sponsored Lola-DFV T292 of Reine Wisell and Jean-Louis Lafosse. Bob Marston of Lola was continuing his testing programme and modifying suspension set ups here and there, but as yet had made no major changes, the team's main addition being a second new Cosworth DFV. Mike Parkes was not to be seen around representing Filipinetti's involvement with the team and so things tended to look a little less organised than they had in Rome.

The remaining three litre Lolas were the older ex Bonnier and ex BIP T280 DFVs and a new T282 fitted with a three-litre competition Capri V6 engine, all three cars still under the eye of Ecurie Bonnier mechanics.

The DFV powered cars were for Giorgio Pianta and Pino Pica racing in a car hired by the Jolly Club for two races, while the second had been bought by Denis Rouveyran who enlisted Francois Migault as co-driver.

The Capri powered car was a very nicely turned out new T292 and for long distance racing made a lot of sense as a cheap and reliable although obviously not as competitive, alternative to the expensive DFV powered variety. Giving around 300 bhp like the works Capris, and weighing little more than the DFV, the V6 Capri engine seems a good choice while after some clever modifications by Bonnier's Don Foster it looked a very neat conversion. Drivers were Swiss based enthusiasts Giorgio Schön and José Canonica entered by the Jolly Club. Unfortunately after arriving later with the new car and then having one of the old type rear wings fold up as had happened on the prototype T292 they failed to qualify.

Completing the 3-litre field was the usual Porsche 908/3 of Reinhold Jost again sharing with usual co-driver Mario Casoli. A second Porsche 908/3 was being run by Juan Fernandez with Claude Haldi for the Swiss based Porsche Club Romand, while yet another Swiss based car was the old 908/2 of André Wicky which he was sharing with ex 2 litre Chevron man Max Cohen-Olivar.

Because of the lack of starting money and the shortage of places around the short twisty Dijon circuit only two 2-litre cars were running in this race.

Guy Edwards came straight from Ricard last week to Dijon to share the new second Barclay's International sponsored Lola T292 which he is running in long distance races with American newcomer Jim Busby who owns the car. This car is powered by a 1930 cc Alan Smith-FVC unlike the 2-litre Cham-

pionship Vega powered example.

The only other car was the Hire entered 1900 Smith powered Chevron B23 of Jose Juncadella and Jorg de Bagration, the same car that Jose's brother had driven at Ricard.

Completing the small but good quality entry were five GT cars, three of them being latest Porsche Carrera RSs. The "works" Martini car of Gija van Lennep-Herbert Muller was running vastly improving suspension mods which included titanium springs "which we found out of our old collection of springs from the 917 908 3 days" said Porsche's chief engineer, while a newly homologated trailing link set-up helped cut out the wheel waving antics of Vallelunga. The engine was also rumoured to be the first of the 3-litre bored examples of the usual 2.8 units, although a direct question just brought denials and a smile to the faces of Porsche engineers.

Convinced of the car's power advantage was 2.8 litre exponent John Fitzpatrick in his usual immaculate Erwin Kremer prepared car which he was sharing here with Paul Keller. "Kremer's cars can pretty well match capacity for capacity what the works produce and the way the Martini car was going in practice there was no way it had the same engine as us," Fitzpatrick said, so the choice is yours.

Another Porsche Club Romand entered car was the Bernard Chenevière Claude Zbinden Carrera RS, these three Carreras only opposition being a de Tomaso and Ligier.

A de Tomaso Pantera was entered by Franco Britannic Team for Jean Vinatier Guy Chasseuill and the Ligier JS2 for Guy Ligier who had taken on Jean Pierre Jarrier as co-driver. That was it, of which 19 cars were to qualify for Sunday's race.

PRACTICE

With all the teams new to this circuit Ferrari, Matra, Lola and the Gulf Mirage teams all took the opportunity of pre-race testing before the official practice sessions ran from 2 pm to 5 pm Friday and Saturday. The rumours were much the same as at Vallelunga with Matra seconds quicker than the opposition. They were right, for in the final session of the Friday practice, after just a handful of laps, Cavert posted a pole winning time of 59.4 s. Pescarolo posted a time of 59.9 s after trying a little longer and that was good enough for a front row position as well, so the Matra team pushed their cars away early, the only ones to break a minute.

Next quickest was the Gulf Mirage of Hallwood in which he had been getting into some beautiful perfectly held oversteering slides around the fast downhill right hander before

climbing up to the main straight. With the new ZF diff he was finding the car much more progressive and seemed pleased with his best 1 m 0.5 s which he set up right at the beginning of practice. The only serious problem encountered by the Gulf team on Friday was with Bell's car which lost its clutch soon after the start of practice and had to be taken away for repairs. Before this Bell had put in a best of 1 m 1.6 s which remained the best time throughout practice despite a new motor overnight and a change of diff.

Merzario got himself very worked up late Friday and with a soft compound tyre set up recorded the best Ferrari time of the day of 1 m 1.0 s, the car coming in a bit tatty around the nose where he must have been riding kerbs, while the front left hand tyre had great chunks out of the centre caused by Merzario trying to fight the understeer that the Ferraris were suffering. It was another case of spring rates, wheel sizes, compounds, wing angles, etc, but whatever was done made very little difference to the times. In desperation Schetty even tried cutting up a spare nose section to produce a hollow where the headlight covers would normally be. All this effort was for nothing, however, for after a few laps with what looked like poor man's Porsche 917 10, Ickx came in to have the normal nose replaced and he finally got down to the same time as Merzario, the only one of the leading cars to go quicker on the oilier conditions of Saturday's practices compared with those of Friday. In all Ickx and Redman did 151 laps' official practice in search of a quicker time which no amount of minor mods could help find.

Without the new extension loop which had been planned for this circuit there was a general feeling that this would be a really good 2-litre circuit which was proved by Edwards who set a 1 m 2.1 s while still sorting out his new car. No doubt Merzario must have been secretly wishing for a 2 litre car instead of the Ferrari, for at the 2-litre race a year ago he had qualified at 1 m 2.4 s and reckoned he could manage a low one second time with ease now.

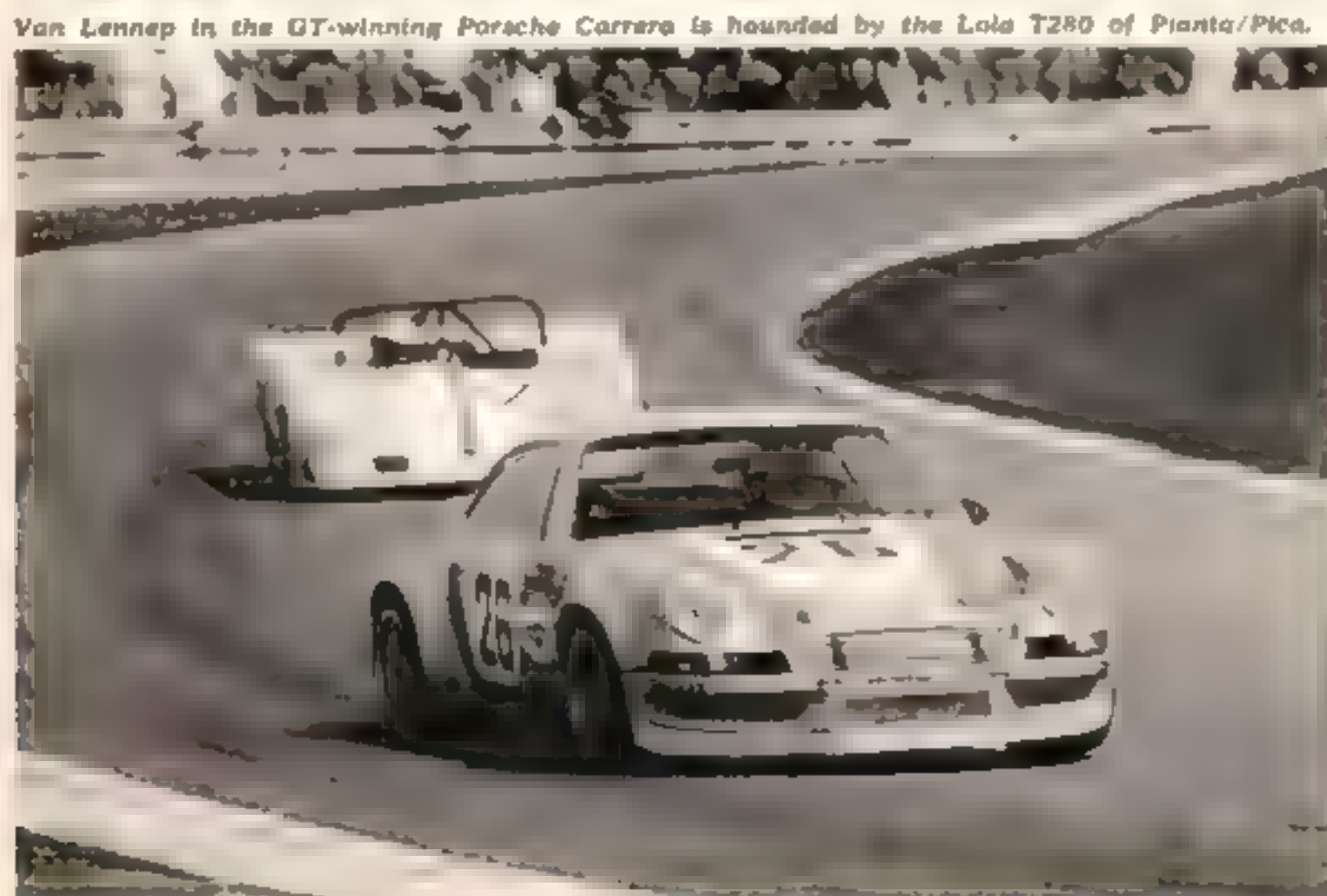
Most embarrassed by the 2-litre time was the Gitanes Lola which, despite many mods, trying roll bars, spring rates, shock absorbers, they could not better 1 m 2.8 s while right at the end of practice Wisell had a nasty experience when the left rear stub axle broke and he three-wheeled into the armco at the exit of the very fast fourth gear right hander at the end of the straight. Fortunately the nose took most of the impact and most of the suspension parts remained unharmed so with an all-night effort the car was repaired for Saturday's practice and for Lafosse to qualify. Wisell's biggest worry, however, was how to get the car going as well as the 2-litre and was all for setting the car up the same way to see if it helped.

Francois Migault seemed happy enough with his older Lola T280 but was not very impressive with a best time of 1 m 5.5 s, while Jost was only a fraction slower after his customary few laps' practice with a best of 1 m 5.6 s.

The Pianta/Pica combination managed a best of 1 m 6.0 s while after a very troubled weekend with various fuel system problems de Bagration managed a 1 m 6.1 s with the Hire Chevron.

Haldi set a 7.3 s in the second 908/3 while Jarrier headed the GT cars with a best of 1 m 10.6 s with Ligier, the car looking very stable as he threw it around like a Formula two car.

The Martini Porsche Carrera was over 2 s quicker than the opposition with an 11.3 s from van Lennep while the remainder were evenly matched with a 13.6 s and 13.8 s best, split by the old Wicky 908 on 1 m 13.7 s with the Pantera just scraping in with a 1 m 14.1 s. The qualifying time at 120 per cent should have been around 1 m 12 s, but as this would have lost four cars from an already small grid the rules were relaxed, the Capri-engined Lola T282 being the only one not to get in with a best of 1 m 24 s before the rear wing folded up halfway through Saturday's practice.



Cevert/Belloise Matra 670 59 4 s	Pescarolo/Larrousse Matra 670 59 9 s
Hailwood/Schuppan Gu F M rage M6 1 m 00 3 s	Menzies/Pace Ferrari 312P 1 m 1 0 s
Ganley/Redman Ferrari 312P 1 m 0 1 s	Ganley/Bell Gu F M rage M6 1 m 4 5 s
Edwards/Busby Lola FVC T282 1 m 2 1 s	Lafosse/Wise Lola FVC T282 1 m 2 6 s
Migault/Rouveyras Lola FVC T280 1 m 3 5 s	Casoni/Casoni Porsche 908/3 1 m 3 6 s
Pianta Pica Lola FVC T280 1 m 4 0 s	Zucchato/Sagorin Chevrolet FVC B21 1 m 4 1 s
Held/Fernandez Porsche 908/3 1 m 7 1 s	Leard/Jarvis Lola T52 1 m 10 6 s
Van Lennep/Mulder Porsche Carrera RS 1 m 11 3 s	Cheneviers/Zb Adam Porsche Carrera RS 1 m 13 6 s
Wicks/Cohen O'Gar Porsche 908/2 1 m 12 7 s	Fitzpatrick/Menzies Porsche Carrera RS 1 m 13 8 s
Vincent/Chapman De Tomaso Pantera 1 m 14 1 s	

RACE

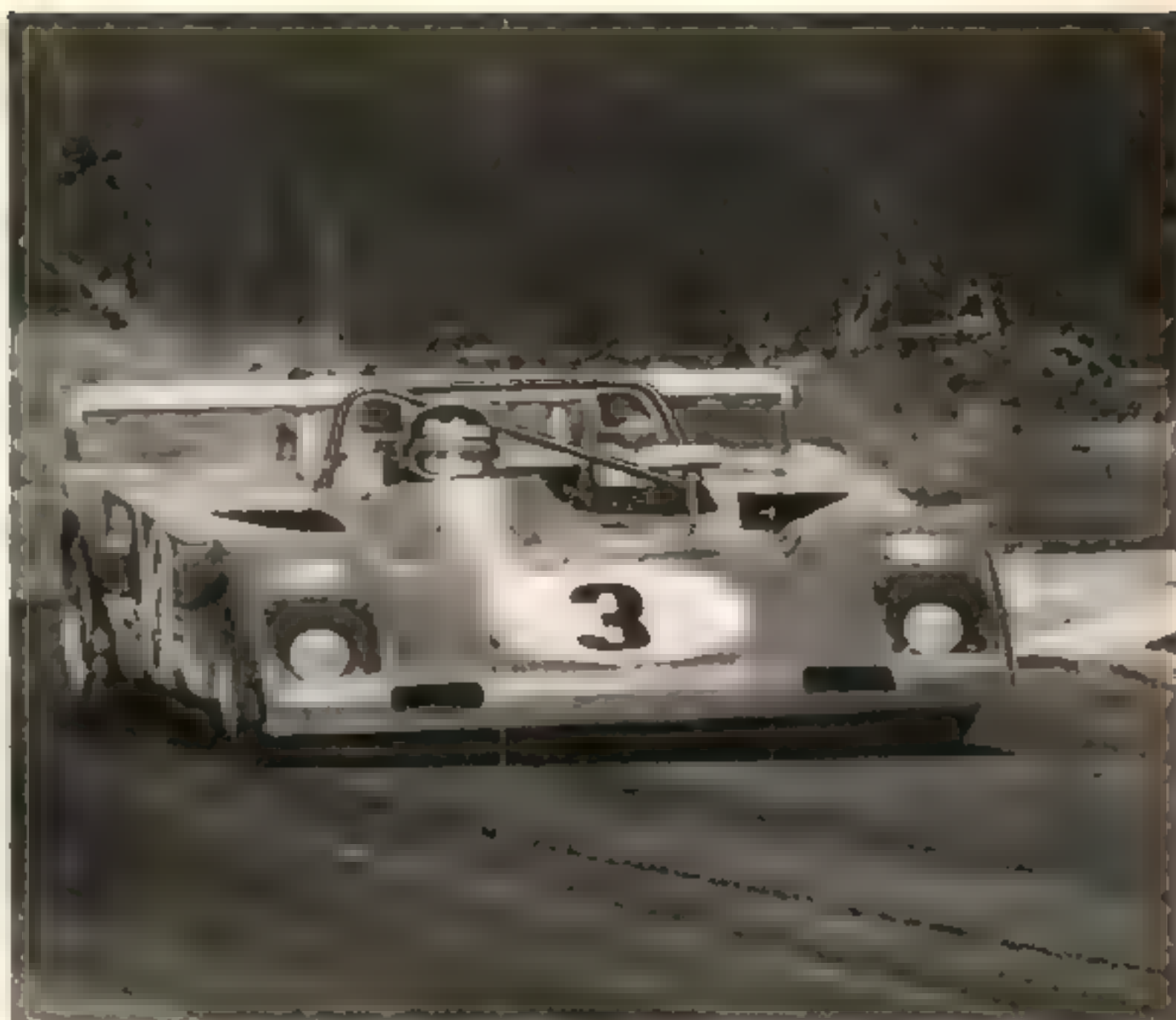
Before the race the cars had a short half-hour session to try any overnight modifications. For Matra this meant that they could scrub in a few extra race tyres. Mirage could check a few minor overnight ideas and Ferrari carried on testing. Ickx's car tried a slightly deeper nose to try and cure some of the understeer, which it did a little, but it was to become more trouble than it was worth in the race.

The only thing worrying the Mirage drivers was a non-tyre type vibration from the back of the car when oversteering in the slow corners. This was not in itself too serious but the shaking would set back the brake pads and at the next corner the pedal would go right to the floor. Not a happy prospect.

Outside of the very efficiently run Marlboro Promocourse press and bulletin service the organisation was a little lacking, and when it came to the noon starting hour the cars were still sitting in the pits having last minute adjustments. Apparently the start was late for the benefit of French Television and it was not until around 1230 pm that the 19 cars followed the pace car around for a rolling start.

As the flag fell it was Cevert who jumped into the lead from Pescarolo, Pace, Hailwood, Ickx, Bell and Wisell. By the end of the first lap Cevert had already opened up several lengths on Pescarolo who, in turn, was easing away from the Ferrari. As at Vallelunga, it was a case of the Matras and then the rest. Cevert pulling away a second a lap with ease from Pescarolo and nearly 2 s a lap from the nearest Ferrari for the first 10 laps. Pescarolo was having no trouble opening up his distance to around 10 s from the real battle of the race which was between Hailwood and the Ferraris. Bell was having a really hard time to stay in touch. Hailwood slipped by Pace after four laps and then managed to pull out a slight gap, but slow cars through the twisty up and down back section kept blocking his path and giving the Ferraris a chance to catch up again. Ickx slipped by Pace on lap seven and pressed Hailwood a little harder, Pace falling back slightly with a smoking motor and being harried by Bell who was sliding up the kerbs and getting very sideways in order to keep up his pace. Hailwood's car seemed to go through the same corners with half the drama.

It looked as though nothing would stop Cevert as he settled down almost half a lap ahead of the opposition after 20 laps of the 312 lap race, his lap speeds slowing from early on, but this seemed normal. That was until lap 26 when he did not come round. Unbeknown to the spectators Cevert had been battling with a chunking front tyre which got too bad and had to be changed. The Matra pit threw themselves into a blur of blue action which had the car out on a new tyre and with more fuel in just over a minute but now back in sixth spot. Matra looked like



Jacky Ickx takes the fastest Ferrari into second place

having the same trouble as Ferrari at Vallelunga, sudden heavy front tyre wear after practice had shown no signs of it. They were using the hardest compound available at this race so things were looking serious for Matra — to the delight of Ferrari.

Hailwood also seemed to be in trouble for his engine started to sound very flat and Ickx was staying right with him all the way now, and eventually got ahead on lap 28. Hailwood stopped on lap 29 and a quick inspection revealed a cracked exhaust pipe which made things sound a lot worse than they really were. He rejoined with two precautionary left side tyres and was lapping almost as quickly as before. "I was only losing around 300 rpm and a bit of acceleration out the corners," was Hailwood's description of the effect. This had left Pescarolo now leading with a good gap between him and Pace who was still being chased by Bell. Wisell was a distant sixth and was being slowly hauled in by Cevert who was just over a lap behind his team-mate now. Migault, Casoni and Pianta were well spread out in the next places. Edwards had battled with Jost in the early stages, but fell back with a misfiring engine and overheating problems before finally making a brief pit stop for more water. This problem was to get slowly worse and after a couple more unscheduled pit stops and a stint by Busby the car finally dropped out of the race soon after Edwards took over for the second time. As he came into the pit straight the engine let go in a great cloud of smoke and he just managed to roll into the pits to retire. Pieces of piston and watered-down oil coating the inside of number one injection trumpet.

The Pantera was another out of the race after several pit stops, each to replace the same broken oil pump belt, the team running out of spare belts after three had broken. Bagration rolled to a stop out on the circuit with his car having run out of petrol after the one way valve between bag tanks had turned itself inside out and stopped the front tank draining backwards to the pick-up.

Pace was the first of the front runners to make a scheduled stop, and after 47 s stopped to change the left side tyres and refuel. Menzies continued. Pescarolo did the same two

laps later and handed over to Larrousse in 51 s, but when Ickx stopped on the same lap things were not so smooth. His last-minute nose section had been grinding away under braking and by the time he stopped it was so badly worn that it had to be changed. He had come in a few minutes early and Redman had to rush over and hurry into his gloves and helmet before departing 1 m 10 s later.

For five laps Bell was leading the race but then when he also stopped to hand over to Ganley, Pescarolo/Larrousse moved back into the lead which they were not to lose until the end.

After one-third distance the position was Larrousse now leading from Belloise who had taken over from Cevert during a routine stop for fuel and more left side tyres. Menzies was holding off Schuppan and Ganley, both on the same lap, a lap behind the Matras, while Redman was a further lap in arrears after the long stop to change the nose section. Lafosse was three laps behind in 11th place, the Lola's stop also taking a long time, while their main challenge, from the older T282 of Migault/Rouveyras, came to an end at the first fuel stop when Rouveyras found the starter motor dead. Thirty-odd laps were lost while it was repaired. Casoni was holding a steady eighth place, but just after the one-third mark he was out of the race for good when one of the camshafts broke in his Porsche's engine. It was the very distant Pianta Pica Lola which took his place, six laps behind Lafosse after a long stop when the battery had to be changed.

Redman had only been out in the car for about half an hour when the main Ferrari hope struck more trouble — this time a punctured left rear tyre. It happened right in front of the pits, "the worst place of all, and I nearly skated off the road a couple of times trying to get the car back to the pits as fast as I could," said Brian. By the time he did return Ickx had worked himself up into a real charging mood and with his helmet on waiting for Brian, he jumped into the car and tore off down the pit road almost before the wheel had been changed. Ickx had decided the Matras had to be beaten and that he was going to do it.



Ganley takes to the herb in the Mirage, having lapped Jarier's Ligier.

The Jarier/Paoli Ligier was out of the race after laying down a smoke screen for several laps, and although the problem was not an oil leak but a broken water pipe the voluntary stop probably saved it from being black flagged. This left the GT class comfortably in the hands of the Martini Porsche which was running like a train ahead of Fitzpatrick/Keller in second spot.

The chances of Cevert regaining the lead were lost around the same time as Redman's puncture, for the car made several pit stops within an hour, once for more tyres, another for tyres again and to have a loose plug lead replaced, and then another to have the plug replaced after its laps with no spark had fouled it. This put the Ganley/Bell car in second place after a strong drive by Ganley who had managed to shake off Merzario. Unfortunately, Gulf's bad luck struck again, for soon after Bell took over he was back in the pits complaining of funny handling. Tyres were changed and he tried again but was back in the pits again after a couple of laps. Finally, the rear wheel was found to be wobbling and a quick check revealed pieces of wheel bearing lying around and the car was pushed away.

Lafosse had also made a long stop shortly before handing over to Wisell, the Lola's rear wheel also flopping around after a rose joint had broken from the bottom of the upright. A new one was screwed in and the car sent on its way again, now with no chance of catching the Ferrari although still holding its place, so far back was the Pianta/Pica car.

When Ickx came in for more fuel he was still just as worked up as when he had started, waving Brian away and screaming out of the pits again just like Pedro used to do in the Porsche 917s. He was making very little ground on the leading Matra although by quicker pit stops he had got to within just under two laps before the 200 laps mark. He had moved into a firm second place after Pace had been told to run slow for his second stint; Merzario had brought the car in with low oil pressure and high water temperature reading. Cevert/Beltolse

were only a lap behind Pace after all their stops, but with four laps between them and the leading Matra, plus the added disadvantage of having to knock home a jamming starter at every stop, there was no way they would get back up front unless the sister car had troubles. At least the tyre wear problem had disappeared as the track became very slippery and the weather cooled. There was even a threat of rain as the race drew on into its final hour.

Hallwood was going very well during his second stint and looked as if he would get back amongst the Ferraris again, but there were more unscheduled stops to sort out bad handling. This was at first suspected to be the same reason as Bell's car, but was finally put down to much picked up on the tyres, and a new set of rubber seemed to help things for he was lapping not far off his best times of early on in the race.

When Ickx made his second fuel stop everybody thought he must change drivers this

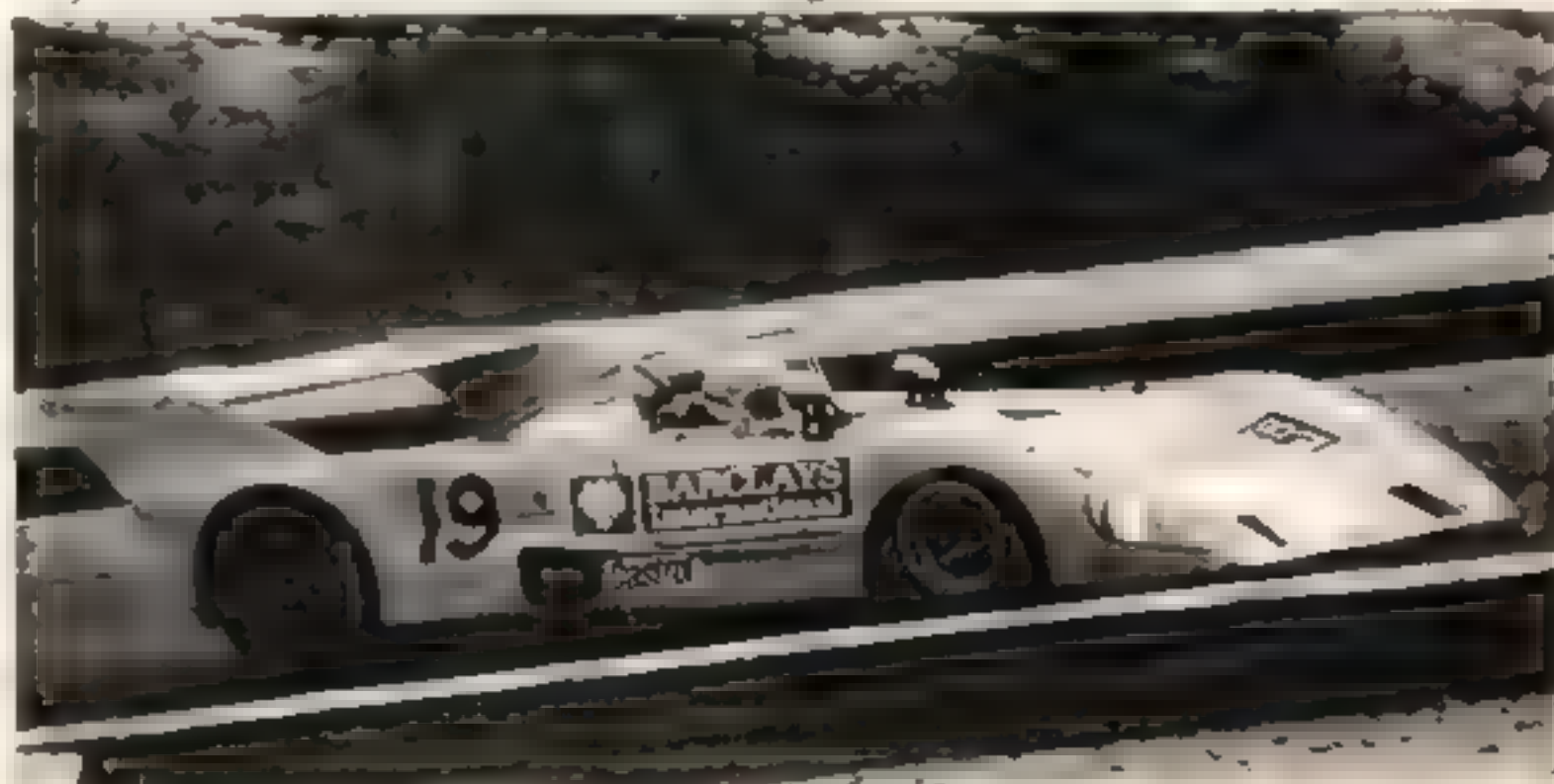
time, but still he stayed in the seat and sent Peter Schetty hurrying back to his personal car for an FIA book to check the maximum time Ickx was allowed to stay in the car. It was three-and-a-half hours so an "IN" sign had to be showed to Ickx before he ended up disqualifying himself. "He must be crazy," was Schetty's comments when he went out for the third time, but his lap times were still as fast as ever so the boss did not worry too much.

By the time Brian left the pits for the final stint he was two laps behind the leading car, which was running like clockwork but still had an extra stop to make. Redman kept up Ickx's pace but the hope that the Matra would be forced into blowing up never materialised, while the few spots of rain that could have been Ferrari's only salvation never fell hard enough to warrant a change to wet tyres. Larrousse brought the car over the finish line almost a lap and a half ahead of Redman Ickx who had done well to finish second after all their earlier problems. Cevert/Pescarolo kept up the pace over the last couple of hours, which paid off, for the second Ferrari was forced to run slow with its overheating problems and was passed in the closing stages to lose third place. Hallwood Schuppan ended up five laps behind at the end but had scored a well deserved eight points for Gulf Mirage. These may be rapidly added to if their luck changes, for Hallwood's performances over the weekend showed that the car has what it takes to beat the Ferraris, at least.

Wisell/Lafosse brought their Lola home to its second consecutive sixth place, for the last half hour of the race Wisell had had to hold the car in second gear all the way around as the other gears had all failed, although this did not affect the outcome, for they were still nine laps ahead of the Pianta/Pica Lola. The Haldi Fernandez Porsche came home next, and would probably have managed to beat the Pianta/Pica car but a punctured rear tyre shredded and tore up the bodywork which took several minutes to tape together before it could continue. The only trouble with the Martini Porsche Carrera RS was a change of rear tyre, "after all the oversteer had worn it flat," said van Lennep, while Fitzpatrick in the second placed Carrera needed an unscheduled stop for two front tyres. Thus things were evened out, these two taking ninth and tenth places three laps apart.

0 Jan 1966 km
World Manufacturers Championship, round 3
1. Henri Pescarolo/Guy Edwards (30) Matra-Simca M2670 3h 34m 37.1s, 179 525 kmh, 312 laps
2. Jackie Charles/Brian Redman (30) Ferrari 312P, 311 laps
3. Francis Cevert/Jean-Pierre Beltoise (30) Matra-Simca M2670 3h 38m
4. Arturo Merzario/Carlos Pace (30) Ferrari 312P, 308 laps
5. Mike Hallwood/Vern Schuppan (30) Alfa Romeo-Cosworth DFV, 303 laps
6. René Wisell/Jean-Louis Lafosse (30) Lola-Cosworth T282 DFV, 290 laps
7. Giedo van der Pijp/Pierluigi Nardi (30) Alfa Romeo-Cosworth T282 DFV, 287 laps
8. Claude Haldi/Juan Fernandez (30) Porsche 908, 271 laps
9. Guy van Lennep/John Fitzpatrick (30) Porsche Carrera RS, 266 laps
10. John Fitzpatrick/Paul Keller (30) Porsche Carrera RS, 263 laps
Retired 1st: Francois Cevert (30) Matra-Simca M2670; 1st 1/2: 190 634 kmh

Guy Edwards' 2-litre Lola retired with a blown engine





"Bother!" he bellowed, "Pay no mind to that, BOOT it!"

PROMOTIONAL CREATIVITY

Full marks (I think that's the expression) to Pierre Aumonier up at Silverstone for his ingenious addition to the GKN-Daily Express programme. I mean, the incorporation of a blizzard to open up the F1 race and keep the outcome in doubt showed the kind of creativity that marks a true pro. Nice one, Pierre.

I'm actually being slightly serious. Often the coldest days have the warmest feeling.

I'm put in mind of the Boxing Day I rode my bike out to Brands Hatch. It must have been 12 years ago now, and Graham Hill was giving a front-engined Ferrari a sort of demonstration run. It was a terribly bitter day, at one point I think they were sending private cars around to wipe frost off the track, but something about the sight of that lean red sports racer and the animal cry of its engine warmed me up inside and I never noticed I was cold; not even on my Norton going home.

I thoroughly enjoyed being at Silverstone this time. There is a spirit about motor racing that never seems to go stale. Every weekend has a freshness, a stimulating quality of out-lawry. I often feel that, simply by attending, I'm supporting something good, something that in this ever more sanitised world needs preserving. While improvements to facilities, to amenities, and to safety provisions are welcome and I think necessary in the last case—I accept the point that we must be seen to be policing ourselves—these things are not really what the sport is about. It is good to try to broaden the appeal, for that will enable us to afford to build ever more interesting machines, but we don't want to delude ourselves about the hard core appeal. The enthusiast is the be-all of racing, and when the giant commercial interests lose interest (for they surely will, everything goes in cycles, one day they will look at a sheet of paper and chop us off dead) the enthusiast will be the end-all. He'll still stand huddled in the cold and enjoy.

Our shoes will freeze, we'll wait hours to move a few yards of the way home, we will arrive home finally exhausted and caked in mud and not really very clear on what happened in the race—even all-knowing journalists arrive home feeling that way—but in some deep corner of our souls, that corner which nurtures our streak of perversity, we'll be proud of ourselves for having gone. In the well-groomed civility of the office on Monday morning we'll relish the contrast of the wind-bitten thing we did on the weekend. "Oh, well, I went up for the International Trophy."

And some years from now we will have forgotten the toilets, and the food, and the car park, and we won't recall much about the side-shows, but many years from now, I promise, we will vividly remember "that day at Silverstone when it snowed and Stewart won after all."

SUPERSPEC

Since by getting this far you've proven yourself a dedicated AUTOSPORT reader, and since I'm supposed to be supplying copy for the rest of this season, you might as well know the rest of it. I'm a ne'er-do-well, I'm younger than my years, I can't hold a steady job (I hate the very idea), in fact I take great

pains to be unemployed as much of my time as possible, and none of my addresses are in any way fixed. I am generally unkempt and I like shocking and I try hard not to be bored when driving and I have an irresponsible attitude toward women; I'd be an altogether dashing character except that I can't stick to a diet. I've got an enormous ego problem and one has to watch me carefully lest I blurt out an opinion without warning or qualification. When the Editor, who for his perspicacity (if not his sense) will forever be esteemed, suggested I fill up this week's PP page I accepted with an eagerness that would have made a more prudent man very uneasy.

Now then, what's wrong with motor racing is... uh... well...

Actually, and I'm sorry if this upsets anybody, I don't really think there is much wrong with racing. Details, sure. The odd unpleasantness here, the odd stupidity there. But overall I think that motor racing in 1973 is going to be fabulous. Of the many various kinds of racing I've seen there isn't any I don't support with glee, even figure-eight racing, but I like road racing best and Grand Prix racing comes on top for me. This isn't an opinion I got out of a book, it's an opinion I came to myself while watching quite a few Grands Prix. I've watched five so far since September, plus the one at Silverstone the other day, and I feel it more strongly than ever. I've got the most delightful prospect ahead of me now, watching all the Grands Prix of the year. It's not me who's jaded.

Motor racing is not, however, the only thing in my life; I'm determined that it shall not be. Once, perhaps, it was, but finally I tried it for myself. It was in a very small way, but it was enough to know I'm not going to be good at it. I don't behave disgracefully on the track—anybody who wants to loan me a car, I won't ding it, honest, please loan me a race car—but I lack certain essential traits. Mainly, I found out I don't need to be a racer.

So nowadays I try to flesh out my life with other things and keep my racing interest in perspective; readers will perhaps find me deficient in fanaticism but I hope to make it up with balance. I still have this ego problem which I try to channel into being good at what I do for a living.

For a few days a week, every couple of weeks, I function as a professional spectator. I'm a sort of Super Spectator who represents people who for one reason or another couldn't make it to the track. They lay out a few pence to have me take them there in retrospect. I think they understand that what I tell them is filtered through my own personality and limited by my own limitations, but then it's not such a lot of pence. It is enough, though, to buy my loyalty. Readers come first with me. I was a reader before, and I'll be one when I quit writing. My idea is to write what I would like to read myself, anybody else is welcome to look over my shoulder.

But to be fair, readers should know I try to play the game. I search for positive ways of saying things, and I usually gloss over things I judge better left in the dark, for what I conceive to be the good of the sport. I know so little about motor racing—each week I feel I know less and less—that I attempt to hold in check my rampant desire to express my own opinions. I can't do motor racing myself, so I think it ludicrous for me to criticise those who can. What I am willing to do is set forth facts and let the reader form his own conclusions.

I will make an effort to transmit the images of deserving sponsors, because their success assists our sport. I will not be writing much in the line of politics, because I'm not interested in politics, I don't grasp politics. Similarly you won't find me acting as an industrial spy. Nobody's paying me enough for that, and anyway I wouldn't be good at it. This means I'll co-operate, usually, with

someone who says, "Look, we'd rather you didn't know that, can you keep it to yourself?" I take such personal pleasure from knowing other people's secrets that I'm willing to sacrifice perfect journalistic integrity. I'm not actually a journalist, but I had to have a word to put down on my passport. There are guys who are far better journalists than I am. I'm a professional spectator, but I'm not very professional at it.

What I do is have fun watching motor racing, and motor racing people, and if anybody wants to stand alongside me, fine, I'm glad of the company.

RELEARNING

I want to express here my gratitude to my two sponsors, Doodson and Marriott, who have so kindly undertaken to break me in properly to the life of a European motoring journalist, making sure I get to all the right social functions, jazz concerts, pubs, free meals, and so on; particularly I'm indebted to them for teaching me to drive over here. For instance, I didn't realise until the other day that your speed limit signs were merely advisory until they straightened me out. Oh!

Thanks to the courtesy of BMW House in Chiswick I've been getting around in a superb motor carriage, a 3.0 S saloon. This has a delightful velvet-gloved-hand manner and was serving me with style and grace until the Alwyns Road Flyers showed me what I was missing. The other day we paid a mass visit to the Donington Collection (Tom Wheatcroft has presented Britain a national treasure, you must go and pay homage) and chose the BMW for its comfort for what looked to me to be a pretty long, rather dull drive—how wrong could I be.

Once gaining the M1 I settled into the steady, religious 70 or maybe 75 I'd be doing in the States. There was a fidgeting from the passenger corners. "Come on," said Doodson finally. "Get on with it. Let's go." "We are going," I retorted. "I'm already doing the limit, what more do you want?" "Bother!" bellowed Marriott. "Pay no mind to that, boot it!" I edged up to 80. "Come on, boot it!" So I crept up to 90, and began nervously scanning the mirrors. "Oh, are you never going to get us moving? Best pull off and let me drive."

Eventually we were singing along with the needle steady on 115; there was more to come but the magnificent engine seemed to be happy and the fidgets from the passengers had tailed off. They were still bored, but at least I was trying. And what a revelation! We were like an executive jet flying over the country, steady, smooth, silky; my brain was bright and alive; the long, dull highway was interesting. I loved the sensation of piloting that sleek, yet nicely mechanical-feeling BMW. I found myself hoping toward the end that there might be just a few more miles of motorway...

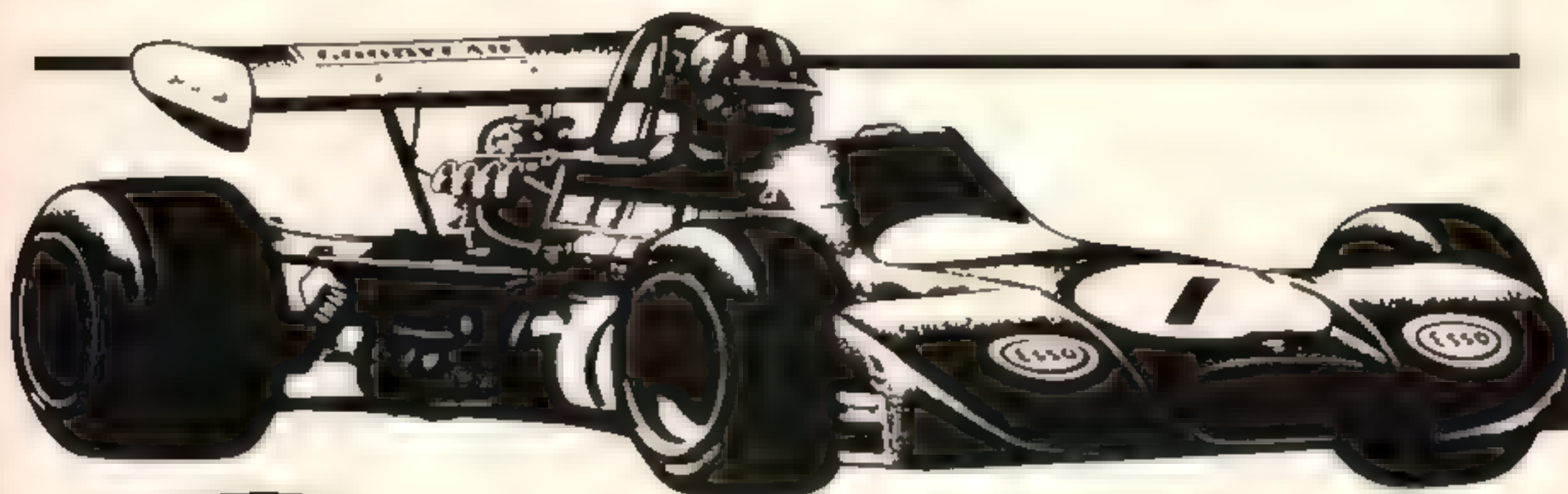
From time to time we came across certain vehicles, white with bright red markings, which brought exclamations from my mentors and a quick tug on the handbrake; whereupon we'd slow drastically and ghost by at 80 or so and all watch the mirrors like hawks, but it never came to anything and in a mile or two we'd be back up to our smooth, safe, secure normal cruising speed. That's when they explained about the advisory nature of the "70" signs. What a civilised system. So kind of the lads to set me straight about that.

So now whenever going about I ask a passenger along so I can learn more. My drives now are enthralling lessons, as I'm directed how to overtake, how to select a lane, how to seize the advantage at roundabouts, how to dispose of foolish challengers.

"Come on, edge over now and you can wipe him off on that tail!"—and always, following immediately upon every instruction, is the hearty command from Marriott in the back, "Now, BOOT it!"

PETE LYONS

Easter Monday 23RD Apr. 1973



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For Elf Coombs, Frenchman Patrick Depailler (Thruxton).

conqueror at Silverstone, Brian Muir's 3.3-litre Alpina BMW CSL will be racing again, as will Dave Matthews' 3-litre Broadhead Capri and the Camaros of Martin Thomas and Terry Sanger. Lapping nearly as quickly will be the wheel-waving 3-litre Escort BDAs with four very quick ones entered: Silverstone sensation Andy Rouse, Dave Brodie, Jonathan Buncombe and Lawrie Hickman. Current leader of the championship Vince Woodman will be firm favourite for the 1300 class with his Escort BDA, but similarly mounted will be Peter Hanson, Gillian Fortescue-Thomas and Tony Dickinson while Bill McGovern and Les Nash can be expected to produce lots of fun with their Imps in the 1-litre class.

Hordes of unpronounceable names make up the entry list in the European Super Vee Championship round, the better known drivers including Greger Kronenborg, Freddy Kottulinsky, Jorgen Jonsson and Kenneth Persson. Completing Monday's exciting international programme is a Vauxhall Selling Plate race in which standard 2.3-litre Firenza SL Sports will be driven by Formula 2 and other drivers with the cars then being auctioned off to the public. Before the meeting starts Mike Hallwood will be presented with a specially commissioned trophy from the Swiss Automobile Club in appreciation of his bravery at Kyalami in rescuing Clay Regazzoni.

Don't forget, practice all day on Saturday and the racing on Monday for this annual international attraction with the promise of three thrilling Formula 2 races.

SNETTERTON

With the outright record already standing at 120 mph average, Snetterton's Rothmans Championship Formula 5000 race on Good Friday should be the fastest race over the whole Easter holiday. Over 26 laps, all the leading Rothmans contenders will be competing in this hair-raising spectacle headed by Graham McRae's Iberia McRae, Brett Lunger in Sid Taylor's Trojan, Keith Holland's Trojan, Gijb van Lennep and Tom Bello in Shellport Luxembourg Lola T330s, Guy Edwards' Barclays Lola, current championship leader Tony Dean in his Morand fuel-injected Chevron B24 partnered by Bobby Brown's similar car, Steve Thompson's Servia Chevron B24, with another B24 entered for Teddy Pilette leaving experienced sports and saloon driver Chris Craft to handle Pilette's McLaren, and also expected to be among the leading contenders will be Alan Robinson's McRae and David Oxtan's Begg. Over 20 F5000s are entered for this fabulous race on a fast circuit ideally suited to these exciting cars.

If that wasn't enough, there's a massive programme of supporting races, starting with a vast entry in the BP Formula Atlantic Championship round including top names Cyd Williams, Tom Pryce, Peter Wardle, John Nicholson, John Lepp, David Purley, Jas Patterson, Colin Vandervell, Geoff Friswell,



John Player F3 contender Ian Taylor (Oulton and Mallory).

Peter Wardle and Roy Bond in the works Lola T360.

The STP production sports and Castrol production saloon championship rounds have been mixed into two races, with the large and intermediate classes of both categories in one race with the second largest and smallest classes of both categories matched against each other in a separate race—now that should ensure plenty of action! In the most expensive class race, there's Richard Lloyd's Chevrolet Camaro, two more Camaros, Tony Lanfranchi and Roger Bell in 3-litre BMWs, Gordon Spice, Mike Crabtree, Jim Edwards and Brian Cutting in Capris and John Handley and Stan Clark in Alfas with the sports contingent including Nick Faure, John de Stefano and Alan Minshaw in Porsches and Peter Semus' Corvette. The other race should involve a paint-swapping battle between the Firenzas for Barrie Williams, Tim Stock and Denis Thorne, Bernard Unett's Hunter GLS and Mexicos for Allen Wilkinson and Ian Ashley, and sports cars for Shaun Jackson (TR6) and Malcolm Wayne (Europe Big Valve), Julien Stock (Europe) and Roger Smith (Elan). Completing the packed Snetterton programme will be a Formula Ford and special saloon race with the former attracting Patrick Nève, Pató Nunez and Mike Chittenden to do battle while Gerry Marshall's Firenza should dominate the latter with Bill Cox's Capri-Chrysler doing its best to catch up on the straights. And there's more still, with a Rothmans acrobatic display and a Shellport Mexico Celebrity race with the winners of the previous races mixing it on identical terms in standard Escort Mexicos.

BRANDS HATCH

Once Snetterton is over, the Formula 5000 circus move to Brands Hatch for another spectacular round in their championship. All the top Rothmans contenders will be racing again and for this annual Brands Easter attraction, the 1.24 miles club circuit will be used, which means the F5000 race is 65 dizzy laps, and there's six more races on the programme as well. Like at Snetterton, contenders in the BP Formula Atlantic Cham-



John Player F3 leader Russell Wood (Oulton and Mallory).

pionship will be chasing points with an identical line-up to that at the Norfolk circuit with the exception of Colin Vandervell who will be racing at Thruxton, while the STP production sports contestants will have the track to themselves at Brands and again the entry is identical to that at Snetterton headed by Nick Faure's Porsche Carrera, with Midgate galore supporting the economy class.

Also appearing for the second time over the weekend at Brands (after Good Friday Oulton) will be contenders in the BOC Formula Ford and MCD special saloon championships with Macleod, Crows, Arnott, Dick Parsons, Klomfass, Lawrence, Fox and South expected to make the running in the 16 lap FF race. The saloons are divided in to two races at the 1-litre mark with the Minis of Terry Harmer, Brian Cox and Bob Jones expected to give Dave Milington's Firenza a hard time in the over 1-litre race while Rob Mason has a 1-litre Mini in the smaller race, matched against more Minis for Ray Edge and Paul Harmer and the Imps of Ray Calcutt and John Homewood. Completing the Brands excitement will be a Shellport Mexico Celebrity race, so there will be plenty of variety and entertainment at the Kent circuit on Monday.

OULTON PARK

Can Russell Wood repeat his Silverstone win? The next instalment in the well-contested John Player Formula 3 Championship takes place at Oulton Park tomorrow (Friday) and Wood's March has a star-studded line-up to tackle with, including his strong Silverstone opponent Ian Taylor. Also driving March 733s are Brazilians Lionel Friedrich (who made an impressive F3 debut at Silverstone), "Teleco" and Antonio Guarene Maneses and Germans Harald Ertl and Willi Deutsch.

GRDs are well-populated in the entry list for this major attraction at the Cheshire circuit, including those for Tony Brise, Australians Larry Perkins and Alan Jones, Japan's Masami Kuwahara, Neil Ginn, Richard Roberts, Brian Henton, Gunnar Nordstrom and Ingvar Carlsson from Sweden and Pedro Passadore from Uruguay. Other leading

SNETTERTON AND BRANDS HATCH	
ROTHMANS F5000 EUROPEAN CHAMPIONSHIP RACES	
Shellport Luxembourg (Driver Gijb van Lennep)	Shellport Luxembourg Chevrolet T330
Shellport Luxembourg (Driver Tom Bello)	Shellport Luxembourg Chevrolet T330
Shellport Luxembourg (Driver Gijb van Lennep)	Shellport Luxembourg Chevrolet T330
Sid Taylor (Driver Brett Lunger)	Trojan Chevrolet T101
Brett Lunger International Racing with AMOCO's Butlerworth (Driver Guy Edwards)	Lola Chevrolet T330
Jack Russell	McRae Chevrolet GM1
Handy Park L.R. Co. Ltd (Driver Ian Ashley)	Lola Chevrolet T330
Tony Kitchen (Driver to be nominated)	Kitchen Chevrolet B24
Anglo American Racing Team (Driver Bobby Brown)	Chevron Chevrolet B24
Anglo American Racing Team (Driver Tony Dean)	STP Trojan Chevrolet T101
M. Kechin's Racing Organisation (Driver Bob Evans)	McRae Chevrolet GM1
Alan Robinson	Surtree Chevrolet T360
Servia Anglo American Racing Team (Driver Ray Allen)	Chevron Chevrolet B24
Servia Anglo American Racing Team (Driver Steve Thompson)	Lola Chevrolet T330
Ed in Hyams	McRae Chevrolet GM1
Iberia Team McRae (Driver Graham McRae)	Trojan Chevrolet 101
Ian Ward Racing (Driver Keith Holland)	Lola Chevrolet T330
Chris Shaw	McLaren Rover M10B
Andrew Cassell (Driver John Beattie)	McLaren Chevrolet M10B
Chris Oates	Chevron Chevrolet B24
Racing Team VDS (Driver Teddy Pilette)	McLaren Chevrolet M10/M30
Racing Team VDS (Driver Chris Craft)	Shell Chevrolet FM5
C.N. Begg Engineering (Driver David Oxtan)	McLaren Chevrolet M10B
C. van Baker	Lola Chevrolet 190/2 F
Christopher Featherstone	Surtree Chevrolet T360
John Campbell	

EASTER RACE MEETINGS

[illegible]

entries in the two 10 lap heats (out of which are seeded the 30 qualifiers for the the 20 lap final) are Mo Harneiss, American Tom Miller, Ole Vejlund, Mike Wilds and Mike Tyrrell in Ensigns; Damien Magez, Per-Olov Zetterstrom, Randy Lewis, Johnny Gerber, Conny Andersson, Ulf Svensson, Ulf Karlsson and Richard Knight in Brabhams; Barrie Maskell's Dastle, Hakan Dahlqvist and Bernard Vermilio in Merlins and Danny Sullivan's Ehrlich. Certainly quite an international entry.

There's an equally large entry for the BOC Formula Ford (championship round, but qualifying for the 10 lap race takes place in today's (Thursday) official practice. From the vast entry, some of the top names to watch out for include Donald Macleod, Dick Parsons, Syd Fox, Derek Lawrence, Bob Arnott, John Crowe, Stephen South, Richard Hawkins, Peter Harrington, Roy Kilmass and Ted Wentz. Also well-supported is the ShellSport clubman's formula championship race with star entries Noel Stanbury (101 mph lap record holder), Barry Foley, Richard Mallock (winner of the March clubman's round on this circuit), Ian Bracey, Vernon Davies and Mike Sales. Favourite in the MCD special saloon round is Stuart Turner's 2 litre Escort, but there's plenty of opposition from Dave Millington's Ferrari, John Myerscough and Tony Sugden in Escorts, Dennis Nott's BRM-engined Escort, John Chappel's indecently quick Mini-Cooper and other rapid Minis for Robin Farquhar, Ian Richards, Bernard Bird, Michael Hamlyn and John Travis. The 1-litre class in this race should also see a closely-fought battle between Sedric Bell and Ray Edge in Minis and Bob Leckie and Alex

Clacher in limps A non-championship saloon race with a similar entry completes this fine day's programme, and there are more of the improved spectator bankings at the circuit now, particularly between Lodge and the start area. So with the emphasis on a top-line Formula 3 entry, Oulton's Good Friday meeting should be a good one to see.

MALLORY PARK

Back to Formula 3x for a moment for the same top contestants which survived Oulton will be travelling south for Monday, when the third round in the John Player Formula 3 Championship takes place at Silverstone. As at Oulton, the large internationally-flavoured line-up will be tackling two heats to seed out the finalists and whoever wins at Oulton will no doubt be after the double on this tricky circuit, where the first lap at the Harpin often decides the outcome particularly in the final! Also similar to the Oulton meeting, the Stanbury-Foley-Mallock contingent will be carrying on the battle for ShellSport Clubman's Championship points in one of the supporting races.

Special saloons also feature at Mallory, but this time for the Esso Uniflo Championship and the over 1 litre race should see a fierce battle between Mick Hill's Boss Capri, Robin Gray's Escort Martin, Tony Strawson's Falcon, Tony Hazelwood's Daf-Rover 35, Stuart Turner and Tony Sugden in Escorts and Bob Fox's Mini, while the 1-litre race sees a Mini v Imp struggle between Peter Baldwin and Graham Lloyd in Minis and Jeff Ward's Imp. American Tony Rouff heads the entry for the non-championship Formula Ford race which completes the entertaining programme.

RUFFORTH

The opening round in the Motorcraft Mexico Challenge promises to provide plenty of excitement at the Rufforth airfield circuit this Saturday, with a tremendous entry to start the series off. Famous faces in this class of racing, Rod Mansfield, Stuart McCrudden, Barrie Williams, Alan Wilkinson, Nick Weir, Gillian Fortescue-Thomas, Mike Freeman, Mick Young, Simon Taylor and Gordon Rigby will be starting again, joined by Mike Crabtree and David de Costa among others. Ten laps of action is assured with the 24 car entry in this race.

There's such a large Formula Ford entry that two heats and a final are necessary for this Tate qualifying round and Peter Harrington is our favourite to come out on top, opposed by Tony Rouff, Graham Cuthbert, Pete Clark, Peter White and Richard de la Rue. More single seater action is assured in the fibre race when Tony Dean and Bobby Brown are hoping to run their Formula 3000 Chevrons in between Snelterton and Brands with Bob Snelson's and Geoff Lambert's Brabhams also entered, while Dave Rees leads the clubman's formula entry which is included in this race.

Mike Hill's Boss Capri and Doug Niven's Boss Escort have their first major confrontation in the Esso Uniflo special saloon championship round, which should produce some very exciting racing, backed by Rosen Naths 7 litre Farlane, with most of the usual top northern saloon protagonists (like Alex Clacher's Imp) appearing in the classes. Completing the programme is a modsports and sports GT race which sees Lol Hookins'

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BRM CanAm contend with Jon Fletcher's Lotus Elan and John Absalom's big-engined Ginetta, which should be interesting, or embarrassing!

SILVERSTONE

Monday's Silverstone championship meeting promises to be one of the best meetings of the weekend with no less than 10 races crammed into the afternoon's racing supported by nearly 300 entries.

There's a magnificent historic entry for the British Empire Trophy round, which highlights the day's programme with Neil Corner's Aston Martin DBR4 or Maserati 250F battling it out with Willie Green's Maserati 250F and Charlie Lucas in Lord Hesketh's Birdcage Maserati. Among the other leading entries are David Llewellyn and Alan Cottam in 250Fs, Hon Patrick Lindsay's Multi Union, John Roberts' Lotus 18, Colin Crabbe's Ferrari Testa Rossa, Paul Weldon's Lister-Chevrolet, and rapid Lister Jaguars for Richard Bond, John Harper, Anthony Hutton, Chris Drake and Gordon Lee while Peter van Rossem will be racing his recently imported from America D-type.

Saloon car fans are kept entertained with a massive turn-out of production saloons in a Castrol Championship qualifier with all the top names entered. A good seat at Woodcote should ensure plenty of fun in the two races, with the big 'uns being mixed with the £801 to £1050 contestants and the Firenze/Mexico class having a race with the up to £500 machinery. Lanfranchi and Bell will be trying to uphold the BMW honour, but Lloyd's and Leston's Camaros should be well suited to the fast straights while the Capris of Spice, Crabtree, Shaw and Brindley will be well up as well with the Alfas of Clark and Handley mixing it as best they can. The Escort Sports of Ivan Dutton and John Lyon head the £1050 class. The other race should see another hectic Mexico v Firenze v Hunter battle with Unett's Chrysler product facing Williams, Thorne and Stock in Firenzas with Wilkinson leading the Mexico attack, while the up to £800 class in this race is full of Moskviches, Minis and Hondas, including Lanfranchi and John Webb.

The STP Formula Ford qualifier has received another incredible entry with two heats and a final being necessary to sort them out. Among the quick ones are Richard Parsons, Doug Bassett, Frank Hopper, Richard Hawkins, Patrick Neve and Chris Woodcock. More single seater action is provided with a Monoposto Championship round including Brian Toft's front-engined Anco and a formulae libre race which features Bobby Bell's 5.7 litre BRM, Brian Hough's 3.4 TVR Tuscan, John Evans' Elan and hordes of E-types fill the modsports race and Lol Hopkins' BRM and Ian Grob's Chevron B23 appear in the sports GT race, both these non-championship races being well supported.

CROFT

Croft's Bank Holiday entertainment comes on Monday with a national meeting highlighted by another Tata Formula Ford qualifier, in which Peter Harrington's Cougar is favourite to score top points. The entry is very much the same as at Rufforth with Pete Clark and Philip Barlow expected to challenge the Cougar.

Sedric Bell will be making a rare appearance at the wheel of a Chevron in the libre race, as well as taking the wheel of his Mini in the special saloon race which is another round in the Esso Uniflo championship—there's an Esso Uniflo special saloon qualifier taking place at Mallory on the same day. Doug Niven's 5.7 Boss Escort should be unchallenged for overall victory chased by John Myerscough's Escort while Bob Leckie and Alex Clacher should do battle with Bell in the 1 litre section.

Fletcher's Elan and Absalom's Ginetta reappear at Croft from Saturday's Rufforth meeting, with Robin Smith's Chevron Spyder and Barry Joell's U2 heading the sports GT clubman's entry. Completing the programme is a well-supported historic and vintage race which sees Cecil Booth back on the tracks from the fifties in his Frazer Nash.



Welsh Formula Atlantic star Tom Pryce (Snetterton and Brands).

CASTLE COMBE

This fabulous West Country venue opens its '73 season on Monday with a very well supported meeting, highlighted by a round in the BRSCC South Western centre's Formula Ford Challenge, sponsored by the John Platts garage.

As at Silverstone, Croft and Brands on the same day, there is yet another vast Formula Ford entry at the Combe with two heats necessary to sort out qualifiers for the 15 lap final. Past champion Bryan Sharp makes a comeback to the Combe with his latest Merlyn, but will have a hard time to win this one from Roger Bruce-White's Dulon, SW round one winner Peter Orlando (Merlyn), Roger Orgee's MRE, Terry Fisher's Merlyn, Peter White's Palliser and Jeremy Rossiter's Dulon.

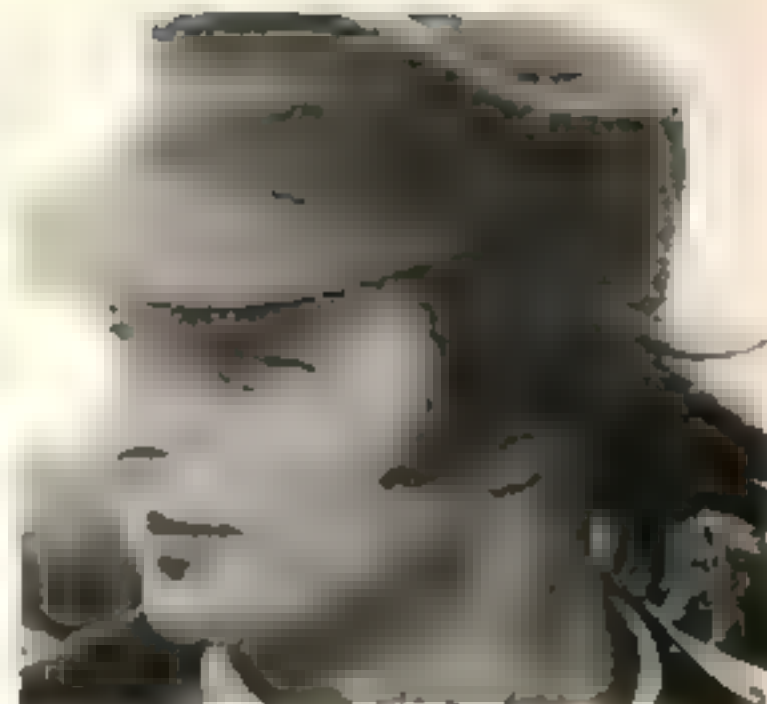
The special saloon race could see a good dice between Brian Cutting's Escort Mk2 and John Turner's 2 litre Escort while the 1 litre class should be well worth watching between Ray Payne's Imp and the Minis of John Routley, Alex Boyle and Roger Saunders. The modsports and clubman's sports are mixed together which should provide plenty of action, headed by Guy Beddington's 8.3 E-type, John Burbidge's E-type, Chris Williams' Triumph GT6, Richard Creswell's Phantom, Peter Evans' Access, Ian Bracey's Ibec and Sid Marler's Gryphon. Many of these reappear in the sports GT libre race in which John Skellern drives a Brabham BT30 FVA and Peter Deal his Brabham BT21D.

Also included in this nine race programme are rounds in the Formula 1200 and Formula Vee Championships with Mike Taylor, Bryan Clayton, David Childs and Arthur Mallock starting favourites in the former and Jeremy Hampshire and Bruce Venn appearing with their Canon Vees in the latter. A Mini Midget Mini 7 race completes the assorted programme.

LLANDOW

Saloons provide three of the races at Wales' only race circuit, Llandow, on Monday. The over 1300 cc race should provide the main interest with Terry van der Zee's 3.1 litre Rover-engined Escort taking on Dave McCloy's more mundane Escort, John Morgan's Jaguar 3.8, and the 1300s of Phil Jones, class record holder Freddie Heaney, Dave Williams, John Coundley, Terry Hart and Bernard Morley. The 1 litre and 850 races should have their excitement too with Len Brammer's Mini and Gerry Taylor's Anglia featuring in the 1 litre section and Ken Bowen and Barry Reece battling out the 850 race.

Colin Mock will have his Formula Ford Lotus and Formula Atlantic Royale in an attempt to gain two wins, in the FF and libre races. Opponents are Ted Wentz in FF and Steve Holland's F5000, Kitchener and Keith Howell's rapid U2 in the libre race. A feature of this meeting will be a motorcycle sidecar



Group 1 Camaro exponent Richard Lloyd (Snetterton and Silverstone).

race which will be run in the reverse direction, and the action of this meeting will be televised on the local BBC sports line-up programme.

LYDDEN

Organised by the 750MC, motor racing takes place at Lydden circuit tomorrow (Friday) with oversubscribed entries for the 750 and Formula 1200 championship rounds, while Formula 4 and Monoposto qualifying rounds are also included in the programme.

● On Monday at Lydden, rallycross returns to its usual territory with the first of three exciting events this season staged by the IARC's south Eastern centre.

● Apart from the actual race meetings, there's lots more motor sporting action throughout the country this weekend. At Loton Park, the RAC National Hillclimb Championship gets under way at 1.30 pm on Monday with practice starting at noon on Sunday. Loton is situated at Alberbury, near Shrewsbury and more details of the exciting entry can be seen in our Hillclimb preview on page 30. Another top hillclimb this weekend is the BARC Yorkshire centre's Castrol BARC Hillclimb round on Sunday at Stockton Farm, Harewood, near Leeds, where the action starts at 12.30 pm and features many of the leading names in hillclimbing.

● Other meetings this weekend include the Pembrokehire MC's opening round in the Esso Uniflo Welsh Speed Championship at Talbenny Airfield on Sunday, and on the same day the Truro & District MC are staging a hillclimb at the Tregrehan Estate, Tregrehan, near St Austell, starting at 2.30 pm. Turning to autocrossing on that day, the South Hams MC have an event at South Brent, Devon, starting at 2.30 pm while another round in the Castrol BTRDA autotest championship takes place on Sunday at the Bolton Wanderers Football Club car park, Manchester Road, Bolton, organised by the Bolton-le-Moors CC. On the Monday, more hillclimbing takes place in the south west, this time at Trengwainton, Madron, near Penzance, organised by the West Cornwall MC and starting at 2 pm. Surrey Sporting MC are holding their 21st anniversary autocross on Monday at Burstow Lodge Farm, Smallfield, near Horley, Surrey, starting at 2 pm and another autocross on that day is organised by the Haldon MC at Broadhempston, near Totnes, Devon, starting at 2.30 pm.

● At Santa Pod, Wellingborough, this weekend, it's the Spring nationals drag race meeting and there are over 150 entries to contend the two day meeting on Sunday and Monday, with practice on Saturday. With Skilton and Pratt hoping to get their rear-engined dragsters running properly, there should be six Top Fuel dragsters appearing which is the highest number ever in this country. From the Harnet Motor Co, Liam Churchill has a 6 litre supercharged Chrysler engined Capri, Dave Stone will be appearing again and there are four Pro Stocks and 20 entries in the STP Top Street Championship.

Chieftain set for success

Last year, frustrated Circuit of Ireland followers had an excellent daylight stage rally with which to console themselves on Easter day, and so popular was this event that this year it has been included in both the Mexico and the BTRDA/CCC series. The Chieftain is the name, taken from the remains of army machinery that drivers will spot as they flash through the army ground, which the special stages are held over.

The Chieftain, sponsored by Esso Uniflo, starts from Bath Guildhall at 9 am, where programmes will be sold giving details for spectators. Last year the only troubles were in the results, this year the Bath MC are determined to put this straight, and an enjoyable day for competitors and spectators seems assured.

Top seeds are as follows: 1. Paul Faulkner/Monly Peters (Escort RS1600); 2. Nigel Rockey/Paul White (Mexico); 3. Eric Jackson/Don Barrow (RS1600); 4. Paul Appleby/Kelth O'Dell (Mexico); 5. Russell Brookes/John Brown (Mexico); 6. Bob Bean/Alan Greenwood (Mexico); 7. Bob Chapman/Simon Bretherton (Escort TC); 8. Reg Mullenger/Gerry Turner (Escort RS1600).

9. Richard Hiffe/Stuart Hiffe (Escort RS1600); 10. Andy Dawson/Andrew Marriot (Mexico); 11. John Edwards Parton/Don Davidson (Mexico); 12. Ian Harwood/Richard Morris (Escort); 13. George Hill/Kelth Wood (Mexico); 14. Mike Ranger/John Martin (Imp); 15. Peter McDowell/Peter Moss (Opel Ascona); 16. Paul Gilligan/Peter Oddie (Escort RS1600); 17. Malcolm Wise/Rod Palmer (Escort TC); 18. David Stokes/S. Bennett (Escort); 19. Bill Mather/Neil Carter (Escort RS1600); 20. Charles Eveson/Robin Langford (Mexico).



Rockey's private rally — for Duckhams

Mysterious things have been going on in the dark of the night down at Bagshot . . . Martin Holmes' (he just happened to be there) photographs show some of the action. The shots here are of Nigel Rockey in the Hoopers RS1600 flashing past an ex-London/Mexico World Cup Maxi.

In the second frame—getting more than a little out of line on the waterlogged track. The filming took place on two consecutive nights at Bagshot by Duckhams—possibly for a TV commercial. A third car for the filming appeared to be an Austin 1800 Super Land Crab from Lord Stokes' museum collection.



Mick Clarke for the Tulip

Mick Clarke has entered the Tulip Rally with Jimmy Gray in the Sheraton Securities Escort RS1600, Mick's first time on this event, though Jimmy has entered several times, recently with Ron Hancock. Previous Tulip experiences will not be quite so vital this year, for the rally breaks new ground, and the great portion of the competitive route will be held

firstly in Poland and then in West Germany. Ron's RS1600 has incidentally been sold to Langrop Engineering, following Robin Langford's desperation with his Fiat 125S. Anyone interested in co-ordinating service arrangements in the Tulip is invited to ring Dick Ogden, in charge of the Sheraton service car, at 01-977 2133, home.

IRDC comprehensive driver directory

The International Rally Drivers Club have decided to extend the scope of what was the IRDC Membership Directory to include all competitors who have entered an international rally whether or not they are members. This will make the directory a more comprehensive guide for those journalists, sponsors, team managers, and members who use it regularly. As usual, copies will be distributed free to members and journalists but now, non-members will be given an opportunity to purchase a copy. Over 1,400 forms have been sent to known competitors in international rallies and anyone who is eligible to be included but has not received a form should send a stamped, self-addressed envelope to the IRDC Directory Editor at 59 Five Mile Drive, Oxford OX2 8HP.

Henry Streeter rally programme

Another Chrysler Dealer with active rally competition plans is Henry Streeter (Automotive) Ltd, of Beckenham, Kent who will be entering a GI Avenger Tiger in selected rallies throughout the remainder of 1973. The car will be crewed by staff members John Mash and Alan Petto, both members of the Croydon and District and Sutton and Cheam Motor Clubs. Assistance will also be given to another Henry Streeter staff member, Jim Paffett in the running of a second Avenger for a similar programme of events.

Busy season for Sclater

The next two months will be hectic for Chris Sclater: he enters the Welsh with Howard Scott (having swapped navigation with Mike Hibbert, who competes with Martin Holmes, Chris' navigator on three previous Welshes) before flying to the Acropolis in order to compete with Bob de Jong in the Kiebert-Wheelbase car. Plans for the Scottish are uncertain; he won the event in 1971 in an Escort but there is a chance he can drive a Datsun 240Z, whilst shortly after this he flies to South Africa to enter the BNU Rally on June 12 with John Davenport. This is a special stage rally on loose surfaces, where practising is not allowed, and for this event he will have a Datsun 1800SSS. Finally he comes home to drive with Henry Liddon in the Autocrosses BMW 2002ti. Co-driver for the Scottish is not yet known.

Tordoff is ready

Jack Tordoff is one of very few English entrants on the Circuit of Ireland; he drives his Carrera with which he finished eighth on the recent Firestone rally, in which he was going better as the rally progressed. "I just want to continue on the Circuit where we left off in Spain," Jack told us last week.

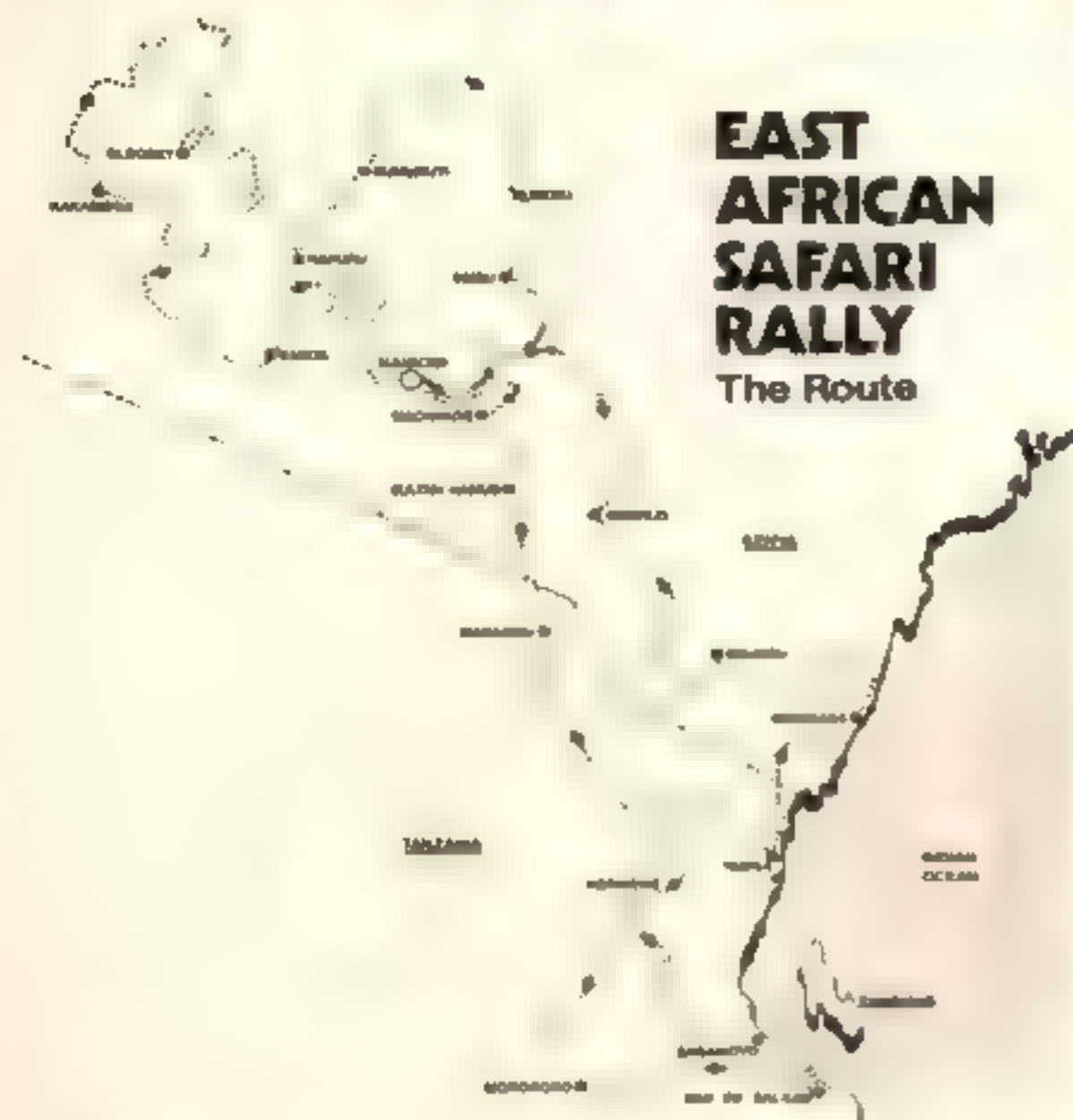
● Marshals are urgently required for the Checkpoint/Cleveland Rally which will be held over April 21/22 in the Torrside area. If you can help contact Lisle Hobson at Hartlepool 69317.

Welsh International entries

Entries for the Welsh International (May 11/13) finally closed at the weekend. The number of privileged entries totalled about 70, out of the 90 places reserved for them, so following certain withdrawals from the other first-come, first-served 150 places received earlier in the year, the organisers have been able to offer definite places for the first 30 crows on the reserve list. Per Walfriddson (Volvo) and John Haugland (Skoda) are recent entries from Scandinavia, and

there is a Fiat and a BMW from Luxembourg, while all the usual British entries have been received. Further reserves will be accepted, following notice of withdrawal, in the usual way, although a great number of leading competitors in the BTRDA CCC championships (for which the Welsh is the biggest event in the calendar) can expect to have a run. This is the first year that the Welsh has qualified for the European Championship for Drivers.

A BATTLE OF THE GIANTS



EAST AFRICAN SAFARI RALLY
The Route

RALLY NUMBER	ENTRANT	DRIVER	CO DRIVER	CAR
1	Nissan Motor Co	Shahar Mehta	Lally Dwyer	Datsun 24-2
2	Ford Comps	Roger Clark	Jim Pinner	El H RS 600
3	Ford Comps	Vic Preston Jnr	Bar Smith	El H RS 600
4	Ford Comps	Hanna Mikkola	John Cavenport	El H RS 600
5	Porsche Syst Eng	Sobieslaw Zasada	Manon Rian	Porsche Carrera RS
6	Nissan Auto Co	Rauno Aaltonen	Paul Easter	Datsun 24-2
7	Marshall (EA) Ltd	Ove Andersen	Jean Todd	Peugeot 504 TR
8	Tanganyika Motors Ltd	Bert Shanbald	Chris Bates	Peugeot 504 TR
9	Nissan Motor Co	Harry Kallstrom	Claus B. Stem	Datsun 1800SSS
10	Porsche Syst Eng	Bjorn Waldegaard	Hans Thorsen	Porsche Carrera RS
11	Nissan Motor Co	Edgar Herrman	Hans Schiller	Datsun 24-2
12	Marshall (EA) Ltd	Phyllis Parsons	Tim Cooper	Peugeot 504 TR
13	Zully Remulla	Zully Remulla	Nigel J. An	Datsun 1800SSS
14	Ford Comps	Tim Macdon	Henry L. Odon	El H RS 600
15	Marshall (EA) Ltd	Hugh Linnel	Philip Mearns	Peugeot 504 TR
16	Nissan Motor Co	Tony Fall	Mike Weed	Datsun 1800SSS
17	Jack Simpson	Jack Simpson	Mike D. Lighty	Alfa Romeo 1750 GTV
18	Robinson	Robin Dwyer	Jan Smith	El H RS
19	Chipsteads of Kensington	Bill Fritschy	Macdonald Mandelst	Porsche Carrera RS
20	Marshall (EA) Ltd	Peter Huth	John McCann	Peugeot 504 TR
21	Daily Nation	Peter Shuyukh	Sam Gatende	Escort RS1600

At the wheel of this race car is Hanna Mikkola accompanied by Ford Comps Peter Ashcroft.



Today, Thursday April 19, sees the start of one of the world's most famous rallies, The East African Safari. Activity this past week will have reached a peak as last minute recceing and preparation problems materialise to worry the team managers. The Safari is a rally of strategy, though it is always a rally with an extra card up its sleeve and predicting an outcome would be foolish to an extreme.

Light aeroplanes are deployed along the route for service and crew contact. Fuel and tyre points are secretly selected and prepared—yet even with the Apollo Mission thoroughness and complexity of the manufacturers efforts—the weather can alter the entire outcome of the rally in moments. Favourites if it is dry must be the five car Ford team with four new built two-litre Escort RS 1600s plus a works assisted FAVO car entered by the Nairobi based Daily Nation for Ministry men Shuyukh and Gatende. These cars are the most powerful Safari Escorts ever with 230bhp. Co-favourites, Datsun, with just as proven a Safari car as Ford, also have five cars entered. A brand new 240Z has been prepared for Rauno Aaltonen with rebu 1973 cars for Shikhar Mehta and Edgar Herrman. New 1800SSS cars are prepared for Harry Kallstrom and Tony Fall with works assistance for the privately entered Zully Remulla.

Porsche have three Carrera RSs with Sobieslaw Zasada, Bjorn Waldegaard and the Chipsteads of Kensington entered Carrera RS of Bill Fritschy. The only other Porsche appearing on the entry list is a 911L for Rob Glen and Roger Bernard, their car being an ex-factory 2.4-litre sold off after the 1971 event. Safari dark horses must be the five Peugeot 504 Injection cars—solid but relatively heavy cars but now with more power which could make some difference—if it is wet the odds will almost certainly be in the Peugeot's favour.

This year the rally is perhaps receiving even greater public attention than previously, for though the event is nearly a "race" with its ever faster pace

(except when it rains, of course) the Safari is unparalleled in the public image as a supremely rough and tough event. It is a most important rally to manufacturers, good Safari results always reflect increased vehicle sales, not only in the continent of Africa but in developing areas the world over.



Pictured here is the Dunlop tyre for the works Safari Escorts. The 175-13 MS type M steel braced winter tread radials has been chosen as heavy rain (with the taking place two weeks late this year) could well be likely. Heat problems of the high speed daylight tarmac sections have been overcome by the specially constructed tyre's steel breakers.

Welsh positions

Leading positions in the Welsh Rally championship are: Drivers Ted Cowell 22, Roland Young 21; Dave Roderick and Russell Brookes 18; Bryan Thomas, Nigel Rockey and Kevin Videson 10. Navigators: Derek Tucker 28; Dave Cowell 21; John Brown 18; Mike Woodward 17; Colin Bevan and Paul White 10. Of the thirteen names mentioned above, only six actually live in the Principality. These points do not include those gained on the Cambrian Rally last weekend, while the next events are the Teify Valley, MC Valley Services and the Quinton MC d'Isis Rally on April 28/29.

● An error appeared in our report of the Valentine Rally. The car which finished 6th was not D. S. F. Thompson/Moss Isley, Vauxhall Firenza, as stated, but the David Thompson/Martin Welsh Escort BDA Built by Tony Drummond of York.

LATE NEWS

Due to the late arrival of the Clarks Renault Rallye Team Alpine Renault from Dieppe, for Pat Moss-Carlsson and Liz Cralin, the car will not be prepared in time for the Circuit of Ireland rally. The car's first competition will now be the Welsh Rally in May.

Special stage

Circuit of Ireland preview

The winds are blowing strongly in favour of an Irish walk-over on the Circuit of Ireland, which starts this Friday. Strong favourite is Adrian Boyd, from the Lombard & Ulster team, who has a full two-litre Escort prepared by David Wood, with carburettors. His strongest rival is expected to be Cahal Curley with the Belfast Telegraph BMW, who has a new engine and axle for the event and with no less than 184 bhp at his disposal. Sean Campbell is fancied in the Sunday News Escort, now with Jack Knight gearbox, whilst other fancied Escorters are John Keating, again with a Jack Knight gearbox and David Wood engine, and Dessie McCartney's Motor-tune Group 5 car.

CIRCUIT — LATE NEWS

● Billy Coleman, who made his name with an incredible Circuit drive from nowhere in a wolf-in-sheep's-clothing Latty Escort TC will not be appearing in Withers Datsun 240Z, as stated in the top-entries list, as this car has been sold. Instead, Mr Coleman will be driving Mick Barry's 1700 Escort RS.

● Cahal Curley will have fitted a differential oil cooler to his BMW in time for the rally. Large air-car's sides as part of the instal-scoops will have appeared on the lation

BMW's come in various forms, Curley apart, with David Agnew and Eamonn Cotter challenging for top honours, the latter particularly fancied, whilst John McAlorum will be challenging Jimmy Stewart's 3 litre Capri in his Group 1 car. Chrysler's chances come with Robin Eyre-Maunsell in the Group 2 Imp, whilst Dealer Team Chrysler have an impressive team of three Group 1 Avengers, headed by John Eakin, a very experienced and successful Circuit class-man in previous years.

Perhaps the most interest will be centred around Robert McBurney in his VW 2200, the power coming from a roller bearing motor, and the car a 1303S. It must be six years since Robert was last seen competitively in a VW, which he used regularly to win the Irish championship, often with a Porsche engine in the boot. Ronnie McCartney, a Circuit winner, has his Porsche Carrera, as has Jack Tordoff, whilst Mervyn Johnstone, the quiet man from Tullyhomon has a Mini with what he feels is "even more power than ever".

1. Adrian Boyd/Beatty Crawford (Escort RS1600); 4. Cahal Curley/Austin Frazer (BMW 2002Ti); 5. Pat Moss-Carlsson/Liz Crellin (Alpine Renault); 6. Ronnie McCartney/Mike Ford-Hutchinson (Porsche Carrera); 7. Billy Coleman/Frank O'Donoghue (Datsun 240Z); 8. Sean Campbell/Peter Scott (Escort RS1600); 9. Robin Eyre-Maunsell/Norman Henderson (Sunbeam Imp); 10. Dessie McCartney/Drexel Gillespie (Escort RS1600); 11. Eamonn Cotter/Paul Phelan (BMW 2002); 12. Jack Tordoff/Phil Shorter

(Porsche Carrera); 14. Mervyn Johnstone/Ian McFarland (Mini-Cooper "S"); 17. David Agnew/Robert Harkness (BMW 2002); 18. John Keating/Dick Keating (Escort RS1600); 19. Robert McBurney/Norman Smith (VW 2200); 20. Noel Smith/Rickey Foott (Escort RS1600); 21. David Lindsay/Duffy Cunningham (Escort RS1600); 22. Charles

Gunn/Harry McEnvoy (Escort TC); 23. Pat McCoun/Derek Smith (Escort TC); 28. Denis Fitzgerald/Dick O'Brien (Escort RS1600); 27. Roger Cress/Geoff Morrison (Mini-Cooper "S"); 28. Maurice Ford/Donald McSorley (Escort TC); 29. Mick O'Connell/Anna O'Connell (Escort RS1600); 30. Paul Martin/Lawrence Reavy (Escort RS1600).

CIRCUIT OF IRELAND — SPECIAL STAGES

SS No	Stage	Start	Finish	Read Closing Time	Surface
PART I					
1	Torr Head	2/173400	2/247433	22.30	Tarmac
2	Candun	2/212322	2/279294	23.00	Tarmac
3	Benagher Forem	No Spectators			
4	Can	2/212322	2/279294	23.00	Tarmac
5	Atlantic Drive	1/5 5591	1/096109	18.00	Tarmac
6	Cash nagor	1/917 23	1/936 05	18.15	Tarmac
7	Dung be Lake	1/813 45	1/781113	20.00	Tarmac
8	Doomarry	1/849043	1/788993	20.15	Tarmac
9	Wesford	1/849043	1/77965	20.30	Tarmac
10	Lough Eske	3/9026 9	3/88824	21.45	Tarmac/Grass
11	Lad es Bree	8/5 3 5	3/549 39	00.30	Tarmac/Grass
12	Rockford	31 34 040	1/358002	01.50	Tarmac/Grass
13	Course Top	31 49752	11 55,790	02.30	Grass
14	Tobberan	32/937544	32/945501	04.00	Tarmac
PART II					
15	Carrermagh	39/7876015	15/7844347	06.30	Tarmac/Grass
16	Lough Rish	14 59 53	14 6 1 25	07.50	Tarmac/Grass
17	Lough Currane	14 41 05	14 1 7 15	08.5	Tarmac
18	Shanagh	14 6 004	15 04470	08.45	Tarmac/Grass
19	Shanagh	17 21 320	17 21 104	11.00	Tarmac/Grass
20	Mount Eagle	21 33 54	21 055 73	12.00	Tarmac/Grass
21	Knockanure	21 013021	21/009001	12.45	Tarmac/Grass
PART III					
22	Mulla Gap	21/004440	21/000734	04.00	Tarmac
23	Tim Hillary	24 778125	24 80 1505	07.15	Tarmac
24	T. Glass Bridge	24 85 496	24 88 711	07.50	Tarmac
25	Pass of Donemara	24 7 1570	24 345556	08.15	Tarmac
26	Barrin	24 345570	21 37 1697	08.45	Tarmac
27	Rocky River	21 99170	21 043700	09.15	Tarmac
28	K. Mac. Road	24 795428	24 775544	09.45	Tarmac
29	A. G. Road	24 69 153	24 44 504	10.40	Tarmac
30	Cad's Head	24 407480	24 361452	11.00	Tarmac
31	Knockanure	24 041464	24 471457	11.15	Tarmac
32	T. M. Hillary II	24 8 3475	24 775455	07.5	Tarmac
33	W. G. Road	20 715715	20 710804	13.00	Tarmac
34	Lough Carragh	20/7729462	20/7215927	13.30	Tarmac
PART IV					
35	Gormagone	21/0001005	21/264902	13.30	Tarmac
36	Sh. Agnew St	21 7 7 443	21 3 4614	14.10	Tarmac
37	Fulry	21 147 43	21 58 39	14.45	Tarmac
38	C. G. Bridge	21 4 4 6	24/077463	15.00	Tarmac
39	Lough A. V.	24 3 465	24 7 1647	15.10	Tarmac
40	Whitbyack	32 17494	20 8 139	18.00	Tarmac/Grass
41	Coghlan	22 94 47	20 997 34	18.10	Tarmac
42	Russell Road	20 14 51	20 153 87	19.00	Tarmac
43	Shanagh	18 4 12	18 317 65	20.00	Tarmac
44	Shanagh	18 155 49	18 471269	20.30	Tarmac
45	Shanagh	19/7630303	19/705443	21.30	Tarmac
PART V					
46	Cash	16/767751	16/008972	01.00	Tarmac
47	Agnewagh	16 7 557	16 15953	01.15	Tarmac
48	S. G. Gap	16 7 194	16 19 17	01.30	Tarmac
49	Gormagone	16 7 49	05 06 30	02.20	Tarmac
50	G. G. P. Road	13 84444	03 8 9554	01.30	Tarmac
51	Shanagh	4 21354	4 3 7157	04.30	Tarmac
52	T. M. Hillary	4 75157	4 75157	04.30	Tarmac
53	Shanagh	4 75157	4 75157	04.30	Tarmac
54	Shanagh	4 75157	4 75157	04.30	Tarmac

INGLISTON

Lloyd scores in G1

If the weather the previous weekend was near blizzard, at Ingliston on Sunday last it was positively mid-summer, which no doubt helped to attract a healthy crowd to see a nine race programme organised by the Scottish Motor Racing Club. The races, mainly for saloons, included two heats of a round in the Castrol Group 1 Championship, and while most events were processionary, lap records took a beating on the newly resurfaced track. Sedric Bell maintained his 1-litre supremacy in the Mini-Ford being but half a second slower than Bill Dryden who won the over 1-litre class with the SMT Firenze, now sporting a Lotus twin-cam 16-valve head. Johnny Blades was an able litre winner with the ex-Fittipaldi Lotus 69 BDF.

Being the first car out to practice, proved a good omen for Sedric Bell, as his Mini-Ford assumed command of the 1 litre saloon race after Bob Leckie had the affrontery to take his fast Chamols Coupe to the front off the line. This Bell achieved with a classic inside line round the hairpin on the opening lap to pull away into the distance. Norman Dickson (Sunbeam Imp) held third place securely despite early challenges from Peter Pitman's Austin Cooper S. Bill Donald (Imp) was bounded to no avail

by the Frazer Imp of Duncan Fisher in fifth place, while John Fyda emulating the Barton Bell formula, had a BRM mini nestling in the tail of his Imp, but the clutch packed up after five laps leaving him in top gear.

From the Formula Ford flag fall it was Graham Cuthbert rushing away in his Lotus 69 FF from a barney involving Andrew Jeffrey

(Elden Mk 10), John McGilvray (Crosslé 20F), Stu Lawson (Hawke DL10) and Irishman Harry Acheson (Merlyn 20A). The Crosslé emerged to run a lonely second throughout, but Jeffrey and Lawson had a race long carve-up, with Jeffrey coming out on top.

The first real excitement to stir the 11,000 Ingliston crowd came when a full field of 16 over 1-litre special saloons took the flag, led off by the booming 5.7-litres of Doug Niven's Perdal Boss Escort, ahead of Frank Gunn (1.3 Arden Cooper). Gunn was soon overwhelmed

CONTINUED ON PAGE 42

Johnny Blades' Lotus 69 leads McLaren's BT35 and Thomson's Imp



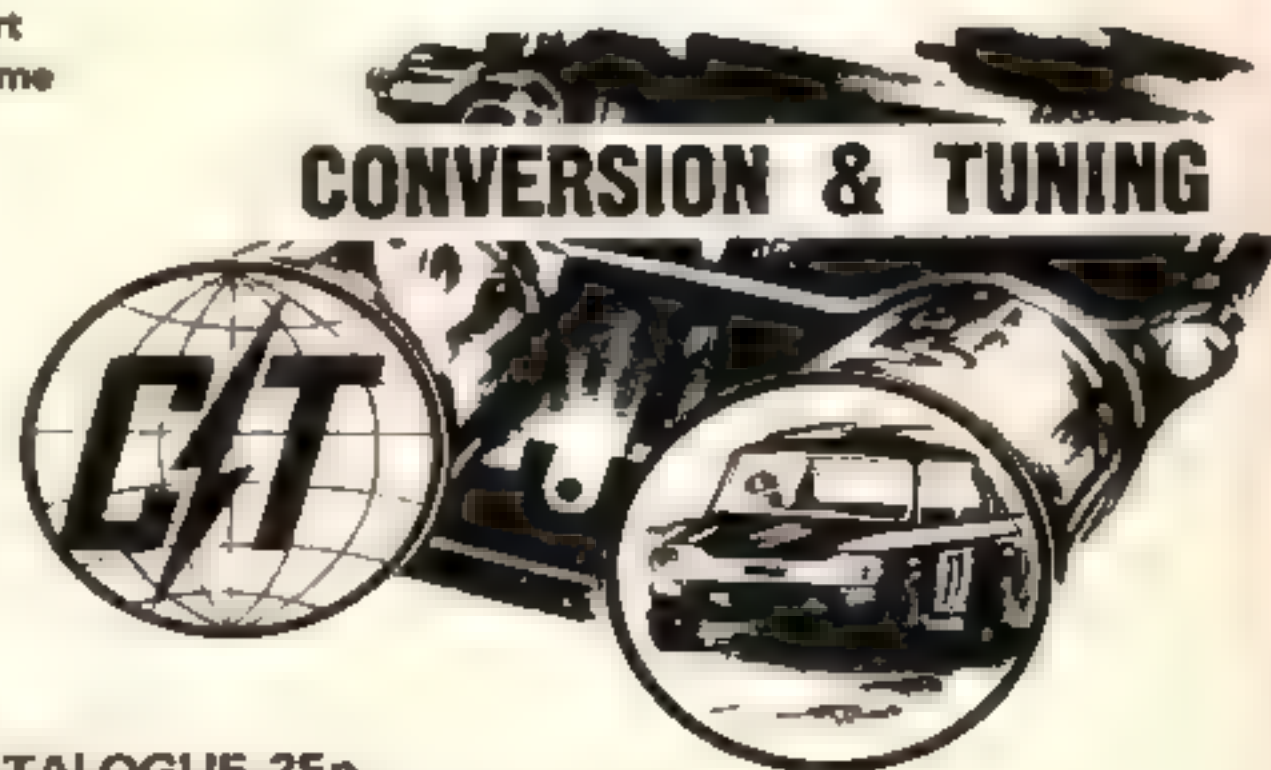
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Von Turnips strikes again?

I quote from last week's Rothmans F5000 advertisement for AUTOSPORT: "Along the three-quarter mile Norwich straight the cars are achieving 170 mph before breaking. A breathtaking spectacle well worth watching."

It must be just as breathtaking for the driver as for the spectators; I'm surprised there are so many drivers still around to tell the tale. Presumably there is a large heap of F5000s at the end of the Norwich straight. This must be another fiendish Baron von Turnips plot to eliminate the competition.

CHICHESTER, SUSSEX.

R. K. VERGHSE

Rally drivers! Check up on your Bill

The Control of Motor Races Bill, sponsored by the MP for that well rallied area Brecon and Radnor, has just received its first reading before the House of Commons. It strikes me as odd that the first indication that I and many other fellow competitors received of this was a report in *The Times* yesterday, April 8. Through your columns may I ask the extent to which the RAC has been involved in discussions leading to the formulation of this bill, which seeks to change the system of rallying authorisation by investing power in regional authorities composed of members of local councils and police authorities as well as motor club representatives.

It would seem essential that the case for rallying is adequately represented, and I urge readers to write either to their local MP or direct to Mr Roderick, the sponsoring member, setting out their views and requesting fuller information of the nature of his bill. Act now, for should the bill become law we may find that lack of consolidation, and indeed interest, on the part of those participating in the sport has led to unforeseen restrictions on our enjoyment without necessarily benefiting the public good.

BARNES, LONDON SW13.

IAN CHAMMOND
(Member of BTRDA)

Clan controversy, Gary Taylor replies

Once more unto the breach . . . regarding your recently published letter from Warren Gee

As an enthusiast of some years' standing, he will no doubt agree that rules are essential to control and guide our sport. To this end the FIA have drawn up certain conditions. If these conditions are generally ignored, the whole foundation of the sport is weakened.

I have never disputed the fact that the Clan is a genuine road car, my sole aim was to determine the accuracy of a statement made on a legal document. In my opinion, to have let this matter pass would have given the Clan Motor Company an unfair advantage over their competitors, who would have been restricted by their own consciences. Admittedly, had I not had an interest in Ginettas, I would not have given the Clan application more than a cursory glance. However, as the 'figurehead' of a body of drivers, and sportsmen, directly affected, I felt that I should at least attempt to clarify the legality of the Clan. The more I delved the more involved and sinister it all became.

As to Paul Hassauer's comments that 'everyone fiddles homologation', I have personally put this opinion, which is also my own, to Monsieur Leon of the FIA, and he was most insistent that all applications are given close scrutiny! In any case, the fact that other manufacturers may, or may not, disregard the rules is no excuse for anyone to follow suit — two wrongs never having

made a right. I am surprised that such good sportsmen and 'go-ahead' manufacturers should be involved in such dubious dealings. I am even more surprised that Mr Gee sees fit to take me to task for insisting that rules are observed.

Your correspondent comments that the Clan will help to increase grids. If the BRSCC want more entries, all they need to do is drop the Group 4 tag and allow free competition between the cars already accepted and such others as Clan Ginetta, TVR, Morgan, Gilbern and Lotus Sevens. These surely have claims to the title 'Production' cars, and would add interest to the championship. They are also much more representative of the British Sports Car scene than Panteras, Stingrays etc.

Those persons unfortunate enough to have spent money on Crusaders for the Group 4 championship might be interested to know that I asked both the RAC and BRSCC for their comments when the cars were first advertised in *AUTOSPORT*. They both replied that if the Clan Motor Company were prepared to offer the cars for sale knowing that an investigation was in progress, it was entirely between them and their customers.

I sympathise with the Clan Motor Company, but hope they have learned the error of their ways and the recent unpleasantness has not dampened their enthusiasm. Perhaps we can now jointly campaign for reconstituted Group 4 regulations? Basically we all have the sport at heart, only our interpretation of what is best for it differs.

BROMLEY, KENT

G. A. TAYLOR

Eject dogs and their owners

Why is it that in spite of large notices outside the track and warnings on our tickets, specifically stating that any person found taking a dog into the car parks or enclosures will be deemed a trespasser and asked to leave, do we still see people with dogs inside the car parks at motor racing circuits?

I was particularly incensed to see a person lying down beside his car with his dog in the car park at Silverstone last Saturday just before the F3 heats were due to start — there is absolutely nothing to stop a dog in the car park there running straight under the single railing, up the embankment, over the sleepers and straight on to the track, so why, why, do the people responsible for preventing occurrences such as this not do their jobs?

As a dog owner I fully appreciate the risk of taking a dog to a meeting (besides it being boring to the animal itself and possibly a nuisance to other spectators) and if we do have to travel a long way to a meeting we either arrange for our dog to be looked after by friends or relations, or we have to take him in the car and park it outside the perimeter fence of the circuit, thus causing no infringement of the rules. We know that rules are made to be broken but surely not when a driver's life may be at stake, not to mention a valuable and presumably much-loved pet.

So, can't we see people like these ejected from the circuits before they actually get inside, thus protecting drivers and animals alike?

BUCKINGHAM

MRS M. WILCOX

Silverstone was great, but . . .

I thought the race at Silverstone yesterday was magnificent. But that really was all that was magnificent.

Motor racing not only has problems in its higher league but also on the organisational front.

Is it any wonder crowds are small at supposedly large international meetings when

the admission price is nearly £2 a person with additional outlays, for the dubious privilege of sitting in a grandstand(?) with your view obstructed by wire fencing. All right so there are rules laid down by the CSI, but what's so special about Woodcote and a straight—if they need them in that location why not at Copse, Becketts, Stowe and Club?

Likewise, where were all those fabulous new banks for the £1.80 spectator? I wonder if the BRDC/Silverstone Circuits Ltd have ever seen the terraces at soccer grounds—if they have they might understand what vantage points are really all about. What about a sponsor for Becketts or Club corners providing some money to build up these banks and then rename the corner?

WORTHING, SUSSEX.

D. ROSS-SMITH

JPS/Lotus again

Looking back through my past *AUTOSPORTS* I have noticed that at the beginning of 1972 when John Player decided to sponsor Lotus again, instead of calling the cars Gold Leaf Team Lotus, they called them John Player Specials. A lot of people, including myself, felt strongly about this and the television commentary of Barrie Gill on the GKN Daily Express trophy international race, brings me to write to you again concerning this point.

At the stage of the race when Stewart had spun, and had worked up to second spot again, Gill got rather excited and then read out the race order: John Player Special, Tyrrell, McLaren, BRM. Are Lotus so different from everybody else? If they want to call themselves JPS, let Gill announce the order: John Player Special, Elf-Tyrrell, Yardley, Marlboro.

Finally, I thank everybody concerned for an excellent "Race of Champions".

DISS, NORFOLK

NIGEL BIRRELL

What about the Americans?

Your publication is very expensive in the US—75 cents surface mail, and (where you can find them) one dollar 80 cents air mail. As I regularly pay these prices to read *AUTOSPORT*, I feel I am allowed to make a comment.

First, you seem — unreasonably so — to avoid where possible mentions of American drivers competing in England. This annoys me, for that is the main reason I buy your publication: to learn accurately and quickly what the American drivers are doing over there. But, as it is, the only way to find this out is to wait until one of them writes home, and the word gets around, or until one of the US motor racing publications prints something. (But they are usually too full, what with all the reporting on the British drivers over here.)

God knows there are many Americans in England racing — and in all sorts of classes and formulae, but they seem to be neglected by your staff.

Another point: I really don't think your staff of reporters are particularly alert to what the Americans are doing. In reading your race reports, it is quite common for some excellent manoeuvre on the track by a British driver to be put in a race report even though he didn't finish anywhere in the money. This is never done for an American. Unless he is leading and wins, there is no interest in his driving at all.

I am patriotic, sure, but I think your publication could well afford to be a little more catholic in your reporting and editorial viewpoints.

Secondly, I am sick to death of Colin Chapman and Peter Warr! Please find other personalities to profile. It's all been said, believe me, a hundred times, and I, for one am sick of it!

RICHMOND, USA

PAT ARCHER

F Ford without tears

STUART BAIRD gives an account of a cheap Formula

Ford season

Last November David Loring's PR man filled two pages of AUTOSPORT with a crash-by-crash account of how to spend £6000 on a season of Formula Ford at championship level. The article must have deterred many drivers from turning to this very popular class of racing and we are now publishing this account of an English amateur's far from unsuccessful season to redress the balance. Stuart Baird is a 27-year-old civil structural engineer from Culcheth, just off the M6 near Warrington. The accompanying table shows that he spent just under £900 on his season of 21 races, and half that amount is estimated depreciation on the car which may or may not be realised. He never won a race but he rarely finished lower than sixth either and he only had one comparatively inexpensive accident. Accidents and the ensuing rebuilds can drastically alter the finances of a season but, while Baird may have had fewer than some, not many have as many as Loring!

Some of the points have already been dealt with in Ian Phillips' recent account of his clubmen's season but are worth repeating since the emphasis can be very different in a single-seater compared with a two-seater.

I started racing in 1969 with a 1650 Ford Anglia. This cost a small fortune, consumed umpteen engines, finished two races and was boiling in each. The whole deal was expensive without achieving very much, but my appetite was whetted.

The following year I attempted to do the Hepolite-Glacier Special Saloon Championship in a 1-litre Mini. I had hoped to run an Escort but the Mini was all I could afford inside my intended financial commitment. The car was competitive but started to cost money when it began to devour blocks, three in all. The first engine was one of Harry Ratcliffe's BVRT injection units and was very good when it went. However, various troubles were encountered and only overcome when it was sent back to BVRT. This was expensive and was delayed for this very reason. Despite all, it was nevertheless far more effective than the Anglia.

In 1971 the ex-Roy Pierpoint/Martin Birrane Ford Falcon came my way and was really quite economical except for a big accident early in the season at Oulton Park. It was also reliable, which saved a lot of spare time. Nearly 400 bhp was a great thrill but, on the whole, the car was a great big lemon, which is not intended to be a reflection on its previous owners! It was still not really a racing car as I quickly found out when I discovered the sophistication of a single-seater.

The change to Formula Ford for 1972 was, to my mind, a matter of progression for I felt that I could throw away the Falcon, so to speak, at a price and buy a real racing car. I chose a Formula Ford after hearing and reading so much about the reliability of this type of car. Purpose built, they look the part and are the part. You don't need expensive racing tyres, the compulsory road tyres costing £26 per set. Spares are readily available, the cars are easy to maintain and repair and you don't need a body-basher as you do for saloons. And best of all, I would be able to keep it in the garage, unlike the Falcon. All these reasons decided me and a Lotus 89F was purchased from Ian Mawby for £1800.

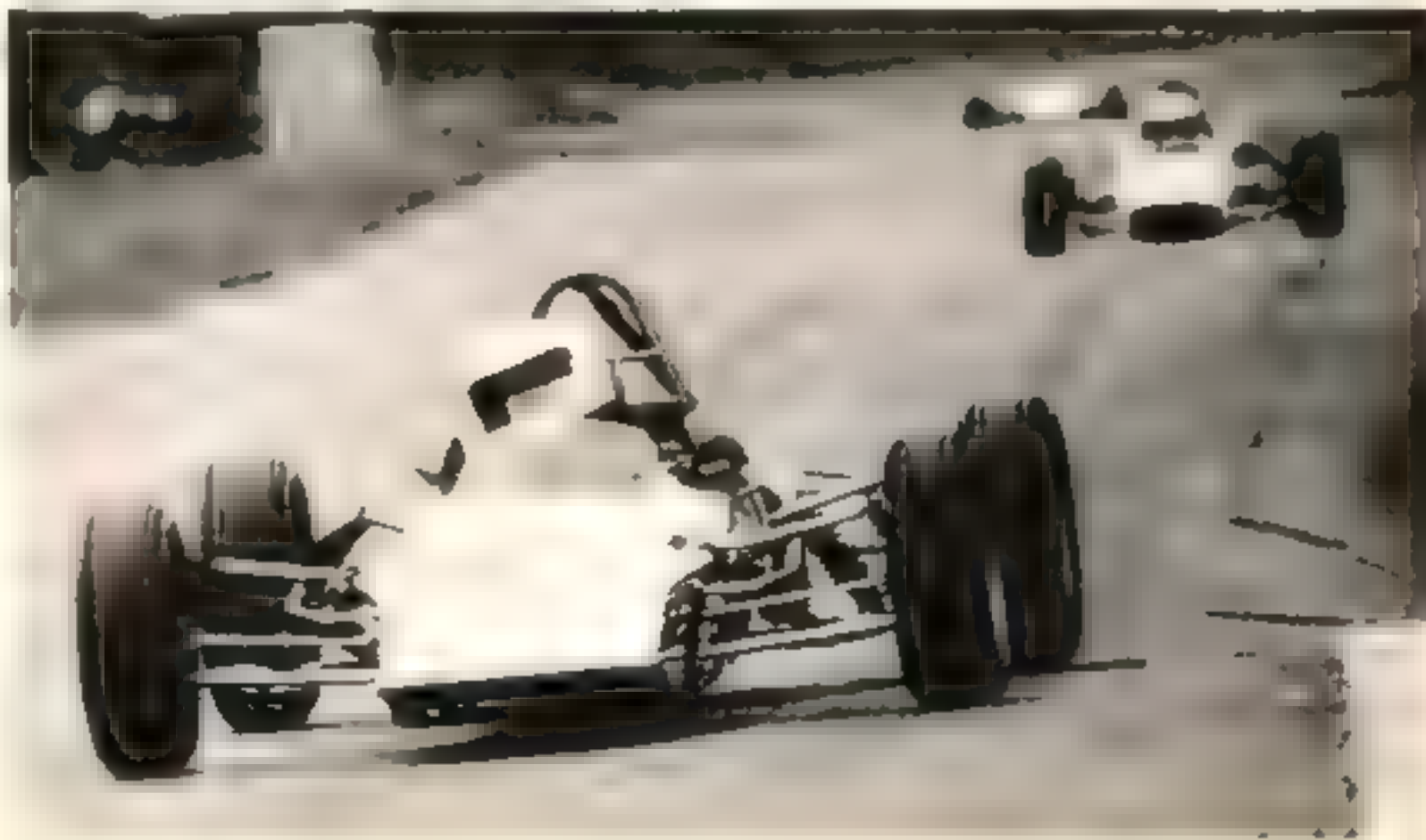
When I bought the car I intended to use a race preparation firm, being rather put off by the words "setting up" but the arrangements never worked out. This left me to do the setting up myself with the invaluable assistance of my mechanic, Graham Abbey, who lives in the same village and is in the building trade as well. Now that we've done it, I realise that there is a lot of mystique attached to the "art." All you need is a perfectly level floor, string, oil cans for fastening the string to so that the wheels are lined up fore and aft, and a vertical builder's level. At first we got the car level by packing the wheels up but decided that

this was too laborious and we made the garage floor level instead. This was easily managed by rescreeding the floor with an inch layer of concrete. It took two evenings after which we painted the new surface with an oil-proof paint to keep the dust down, which was well worth the trouble.

We made some aluminium packings to use with the builder's level to achieve the correct angles on the wheels, these being ascertained from the manufacturer's handbook. Possibly because both my mechanic and I are in the building trade, we tend to go for the straightforward, practical method but basically we bought nothing that a handyman wouldn't have anyway.

Apart from the Lotus instruction book we had very little other information available to us. A copy of the Hewland Manual was invaluable for calculating gear ratios and ordering parts. Michael Andrew of the Racing Gear Box Centre gave excellent service and major parts were sent COD although you should always remember to have cash available when ordering in this way. Colin Vandervell's book was also most useful and with it you can get near the correct ratios for any circuit, bearing in mind that tyres are now Firestone Torinos and not Avon croesplies and engines are now a little more potent so you sometimes need to go up one tooth or so. Doing it this way, you won't be

Stuart Baird comes into Lodge at Oulton Park



far out but if you can find another driver to tell you the correct ratios, so much the better. My own mentor was fellow Lancs and Cheshire CC member Ken Bailey who couldn't have been more helpful. Most drivers in FF aren't too keen to pass on their hard-earned knowledge but even though Ken and I were theoretically in direct competition (he needn't have worried!), he was always willing to advise.

Organisation and Preparation

These two run parallel for you have to be properly organised to be able to prepare properly. First of all, plan your season ahead within your capabilities. I originally intended to compete in as many BOC Championship rounds as possible but, being unknown in Formula Ford, I was unable to obtain entries for the first four rounds; I accordingly had to start off with some non-championship events. As it turned out this was probably just as well because we were able to sort ourselves out in a slightly less fierce area of competition.

Have all your paperwork done in advance and send all entry forms off to be with the organisers for the opening date for entries, whether the race is in a championship or not. Keep a record of those events you have entered and whether or not you have been accepted. Keep your essential documents such as your competition licence, medical certificate and club membership cards together in a transparent plastic wallet and sew them in if possible, although make some provision for removing your licence if you are still chasing signatures for upgrading. In this way the documents stay clean and legible and time is saved at scrutineering.

Keep records of each race. It's fairly easy to have some sheets duplicated or even hand-ruled to keep the required figures readily available. I keep a record of each race at each circuit showing practice and race lap times, weather conditions, gear ratios used, alterations made to the car, fuel consumption, tyres used and their condition, the effect of adjustments and alterations, nearby garages, eating facilities and hotel accommodation. In fact, we never bothered with hotels, sleeping instead in the back of my BMC J2 towing van. Other useful comments are also added to the sheets such as: "Coming through the chicane at Croft in late afternoon, the sun is in the driver's eyes." Another "useful" comment was added by my wife Jane after the Oulton Park meeting on 12th August. This was one of the great disappointments of the year since I qualified for the second row of the grid for the BOC race and I felt I was beginning to get somewhere in single-seaters. But, in the words of my wife: "The bloody plug lead fell off at the start!" This was remedied by changing for the future from spring-loaded plug caps to cheaper rubber

ones. The lesson was learned.

Our routine preparation would begin with a quick look over the car on Monday evening to assess what work was necessary and the order in which to do it. If there had been some breakage or some parts were known to be needed, these would have been decided on immediately after the weekend's race and ordered or obtained on Monday morning. Most engine spares are obtainable from the local Ford garage except for dry sump equipment, which cuts out tiresome waiting for special parts from the manufacturers. I never carried chassis spares since I thought that the outlay involved was too costly, but don't be afraid of taking as many spares, tools and bits and pieces as you can to each meeting.

In the evenings from Monday onwards, Graham and I would run through a routine which was always followed unless a major problem presented itself. The old racing numbers would be removed; gear ratios changed for the next circuit; plugs, points, filters and oil and other fluids would be changed as necessary; the rose joints would be cleaned and re-oiled; the engine and engine bay washed down with petrol; the cockpit cleaned; bodywork polished and the new number attached. When it seemed necessary the wheel alignment would be checked and we found that, with a little experience, this could easily be done in an evening. The night before the race I would ensure that the battery was charged. This was my schedule although similar, pre-race check lists can be found in the various publications on the subject of preparation. Above all, the importance of having everything possible done before arriving at the circuit cannot be emphasised too highly. If you arrive at the track with the car ready to go about an hour before your practice session, you will then be able to take full advantage of the time allotted to you, which is rarely too much.

On arrival at the circuit, the car is immediately unloaded and Graham checks the fuel, oil and water again to be doubly sure while I go over to the scrutineers' bay to sign on and present the necessary documents. Graham follows on with the car and crash helmet so that, unless scrutineering has become hopelessly congested, there should still be plenty of time to go to the assembly area before the practice session starts. It all sounds very simple, and it is, but it is amazing how many drivers seem to exist from one flap to the next throughout the day.

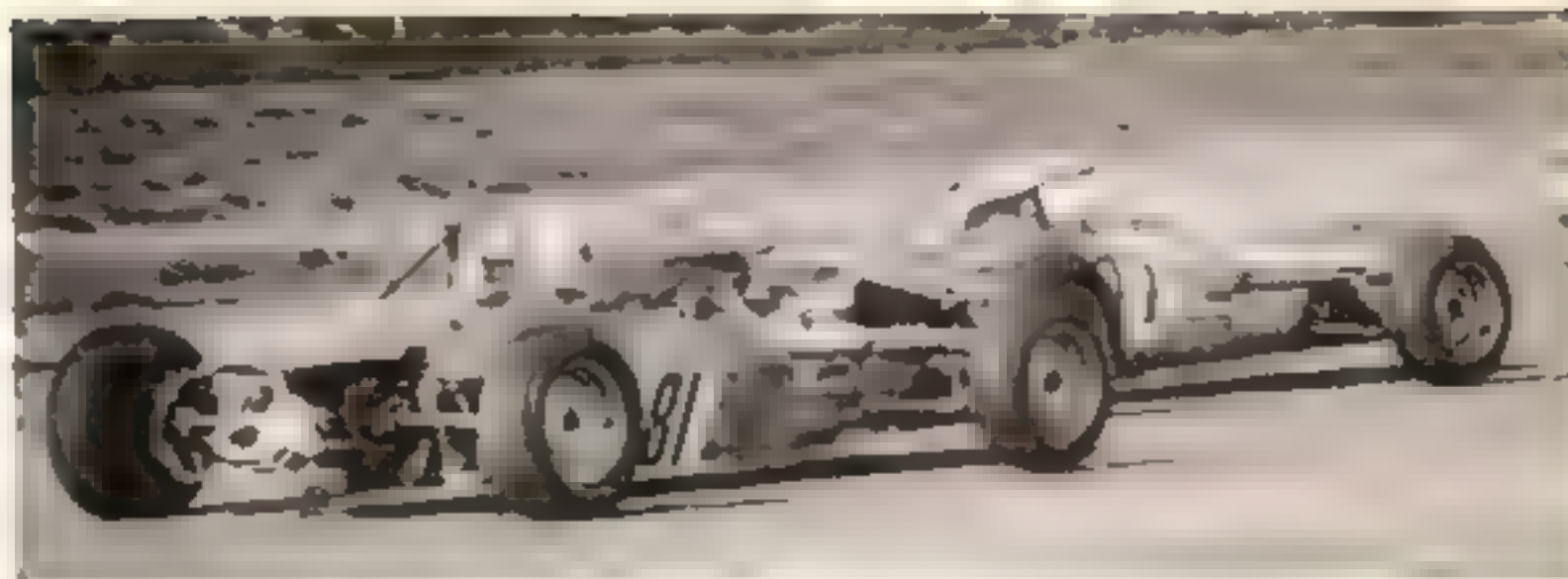
Sponsorship and costs

Although I looked for some sponsorship before the 1973 season began, I was unsuccessful and the car was run on my normal salary without excessive hardship. For this year, my long-standing sponsors, Aerofan, who helped with the Mini and Falcon have offered some support.

Since the costs are all important and an aspect in which every competitor and potential competitor is interested, I have set mine out in some detail but some general remarks should be made to begin with. Tyres are readily obtainable from the local Firestone distributor who will allow a 50 per cent discount for competition licence holders. I kept three sets of wheels built up in various stages of tyre wear to suit differing weather and track conditions. Each set costs £26 new and I reckoned that they would last between six and eight races.

The ready availability of spares means that there will be fewer abortive entry fees because of the car not being ready to race. One way to keep costs down is to try to find the original supplier of certain parts. For instance, the same length of Teklon pressure tubing costs £2.85 if bought from Lotus and £1.65 from the manufacturer's agent. Dealing direct may also save time on the more mundane items.

Duckhams provided a free supply of 20/50 oil and Hypoy gearbox oil which lasted the whole season. Engine oil and the filter were changed every two races and gearbox oil after every race, as much as anything because changing ratios means draining the gearbox. It also helps to practise changing ratios before the start of the season.



Ken Bailey follows Baird's Lotus at Aintree.



One small problem during the season. The engine cover came loose at Oulton Park necessitating a pit stop.

so that this sometimes unavoidable task takes as little time as possible on race day.

Autolite supplied two sets of AG12 plugs. This was not sufficient since I changed plugs every two races, so I had to purchase a further seven sets at 80p per set.

I entered 21 races during the year and the costs were as follows:

Running expenses

Fuel for Lotus per race (including practice) £2 x 21	£42.00
Fuel for towing van for season	£64.00
Entry fees	£96.70
Plugs—7 sets @ 80p	£5.60
Tyres—3 sets @ £28	£84.00
	£391.30

Engine rebuilds

Once by Lou Lorenzini (once mechanic to Tim Schenken)	
This was a major job costing	£52.00
Once by Graham and I after Lou had examined the engine and under his direction—rings and valve springs only	£11.00
	£63.00

(Incidentally, always make sure your method of removing the engine is the easiest.)

Accident repairs

One brief encounter with the barriers at Old Hall, Oulton. This required new wishbones, shock absorber, rose joints—in effect a new offside front corner. Graham's father is a welder and we did the glassfibre work too which kept costs down. (This incident happened in the wet and afterwards I drove more carefully in the wet. Inevitably, the next few Oulton meetings were wet.)

Depreciation

I have calculated this at 25% on the car over the season because of the car's age, not its condition.

	£450.00
	£884.30
From this, it is possible to extract three cost figures per race:	
Including rebuilds	£17.68
Including rebuilds and accident	£20.77
Including rebuilds, accident and depreciation	£42.20

Obviously depreciation accounts for the largest part of the season's expenses although the figure will obviously vary from car to car and a lot of accidents could drastically alter the picture.

To offset these costs, there are Ford and Firestone bonus schemes which pay out to the first two in each BOC round. I never qualified for these nor for the STP bonus which pays to the first six in each BOC event. This firm was quite generous with tins of its products.

Results for the season were not dramatic. I started well with a third place at Croft, followed by a fourth at Oulton, a crash at Oulton and several lower placings. From May onwards, except for one race, I then managed to finish no lower than sixth, although there were four non-finishers as well. Out of 21 races, I finished second once, third four times, fourth four times, fifth once, sixth twice and way back four times. There were five DNFs altogether.

That's it then, for what it's worth I hope what I have said will be of some help and enlightenment to somebody. I can't think of anything I would do differently since I reckoned I made most of my mistakes in my first three seasons. I hope I learned the lessons although it's never safe to imagine that there isn't something new to learn somewhere. One thing which made a big difference to my driving in mid-season was a tip from Cyd Williams who advised me to smooth out my driving and build up to speed steadily in preference to going out to try to be the leader of the pack right from the start. I had a warning about this earlier in the season in my first FF race when I was leading everyone at Croft. Under pressure, I lost it, fortunately without damage. This immediately brought home to me the difference between saloons, where the field soon strings out into classes, and FF where you are permanently fighting it out wheel to wheel in a six- or eight-car race.

This year I hope to concentrate on BOC and STP championship rounds, provided my entries are accepted at Brands and Mallory (PETER BROWNING — NUDGE! NUDGE!). If all goes well, the Lotus may be sold and replaced with a new Merlyn Mk 24 with a Rowland engine.



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The piston engine has been propelling cars for more than 85 years, yet it is still being improved and perfected. The Wankel has only been on the market for a very short time and perhaps it was introduced too hurriedly. Too much was expected of it initially and the German version ran into a lot of trouble, though the manufacturers were more than generous in replacing faulty units. Nevertheless, this caused something of a setback and the public were rather reluctant to accept the new engine, in spite of its theoretical advantages.

I wrote a technical article a while back, explaining how the teething troubles of the Wankel had been overcome. However, after a fair amount of driving I was still not convinced that the rotary engine was as pleasant as a good piston unit. Now, I have given the new Mazda RX3 a searching test in England and France and I can say that this is by far the best Wankel I have handled yet.

The classification of rotary engines is confusing, but by the usual method of calculating equivalents, this one works out at just under 2-litres. Compared with conventional cars in the 1600 cc to 2 litre group, this four-seater coupé has an excellent maximum speed, more than adequate acceleration, but fairly heavy fuel consumption. Where it scores is in refinement, the silence and smoothness being far out of reach of its competitors.

The RX3 is in an advantageous position because it is competing in a class where big four-cylinders predominate, which tend to be inflexible and rough. It is probably no smoother than the multi-cylinder engines of big luxury cars, but no comparison is possible with 2-litre "fours." On a long, fast journey, the quiet high speed cruising and the effortless revving capacity when the gears are used, are quite beyond the normal experience of the owners of medium-sized cars.

As the manufacturers give a two years, or 24,000 miles, guarantee, we can assume that a high degree of reliability has been achieved. It must be accepted, however, that the Wankel is thirstier than the piston engine, say 19 mpg against 25 mpg during fast Continental driving. These are figures obtained without any attempt to economise and one ought to get comfortably over 20 mpg while obeying, if not respecting, the law in England.

This twin-rotor Wankel engine with a four-barrel carburettor is installed in a car of classic simplicity. The clutch and gearbox are entirely conventional and one is perhaps surprised to find an old-fashioned live axle on semi-elliptic springs. The front suspension is on the MacPherson system and there are disc front brakes with drums at the rear. The ultra-modern rotary engine is allied, in fact, with a chassis embodying no new design features. The body is a well-proportioned two-door coupé, attractively furnished, the rear seat being quite practical, especially if the front seats are not adjusted too far back.

During the test period, I used the Mazda for a hurried run to Le Mans and back, following the Abbeville, Rouen, Alençon road which is sometimes straight but almost always cambered and damnably bumpy. On the return journey, there were also very strong winds.

The car will reach 103 mph anywhere, with a timed 107 mph available under good conditions. Third is a splendid gear, which one uses a lot, and though the rotary unit lacks the low-speed punch of a big four-cylinder piston engine, it runs at 7000 rpm in third or second with such incredible smoothness that to use the gearbox is no hardship. The engine starts instantly from cold and is extremely flexible, without a sign of a flat spot. It will pull smoothly from low revs without the slightest complaint when rapid acceleration is not required. To enjoy the full performance, though, the unit should be allowed to rev. I am told that short bursts of the order of 10,000 rpm cause no trouble, but I kept down to the red line at 7000 rpm when taking the performance figures.



The Mazda RX3 a car of classic simplicity

The rotary Mazda RX3: beyond normal experience

At its maximum speed, the RX3 is revving well below the red mark and I had no hesitation in regarding the maximum as a cruising speed. The gearchange is light and quick, the clutch also having a pleasant action. There is a complete absence of any body booming and both road and wind noise are

well subdued.

The car feels quite sporting to handle, being well balanced and without too much roll; it seems particularly safe and controllable when sliding fast bends in the rain. On motorways, it is completely steady at its maximum speed. Driven hard on bad French

The manufacturers give a two-year, or 24,000-mile guarantee.



Road test

roads, the car floats up and down a good deal with some harsh and choppy movements. At first, I tended to keep down to 80 mph or so, but I found it was safe to use the maximum speed, even though the tail got out of line from time to time and fierce side winds caused an occasional swoop across the road. On fast bends, the back axle sometimes bounced over the bumps but correction was quick and easy. Really, the road to Le Mans is one to avoid with any live-axle car and the Mazda has quite an acceptable ride on more reasonable surfaces.

The steering is pleasantly light and sensitive, while the brakes cope well with hard driving. The seats are very comfortable and the driving position is good. Plenty of cool breathing air comes out of the adjustable vents and the heater is powerful and effective. The car is well finished and there is an air of quality about it, apart from the go-faster decorations on the sides.

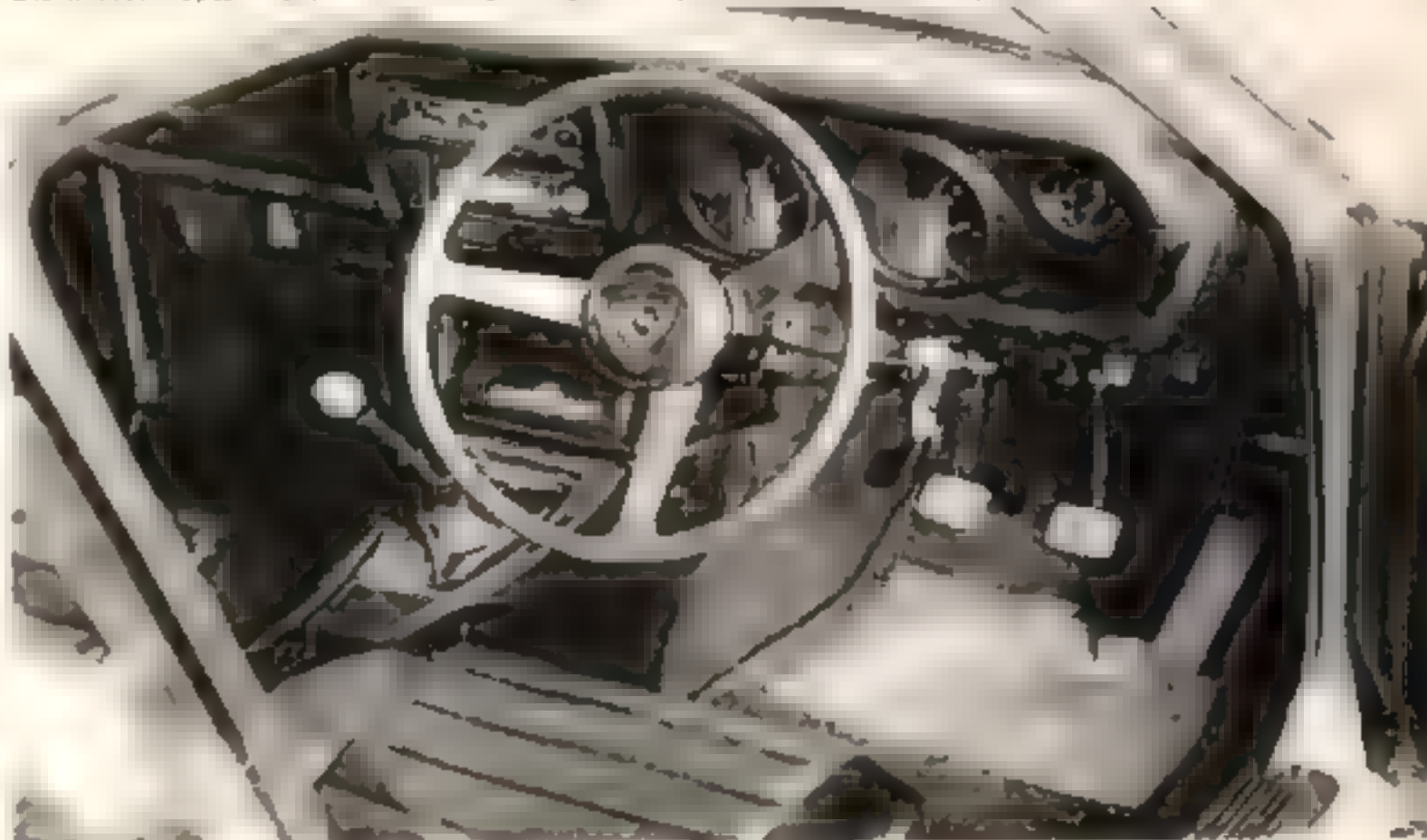
The RX3 is a most rewarding car to drive, the refinement of the engine being quite outstanding. It does not make the motor-mower noises of earlier Wankels and the sole disturbing sound is an occasional bang in the exhaust on the over-run: this only occurs after driving absolutely flat-out over a considerable distance, however. I admit that I was rather anti-Wankel but the Mazda power unit has done much to convert me.

As to the chassis design, there is no need to pretend, for the classical suspension does not compare with modern all-independent layouts on French roads. Nevertheless, there are still quite a lot of people in England who are satisfied with live axles and Americans take them for granted. If that's what the customers want, they will be happy, but for those of us who prefer more sophisticated suspension, this superb engine deserves something better.

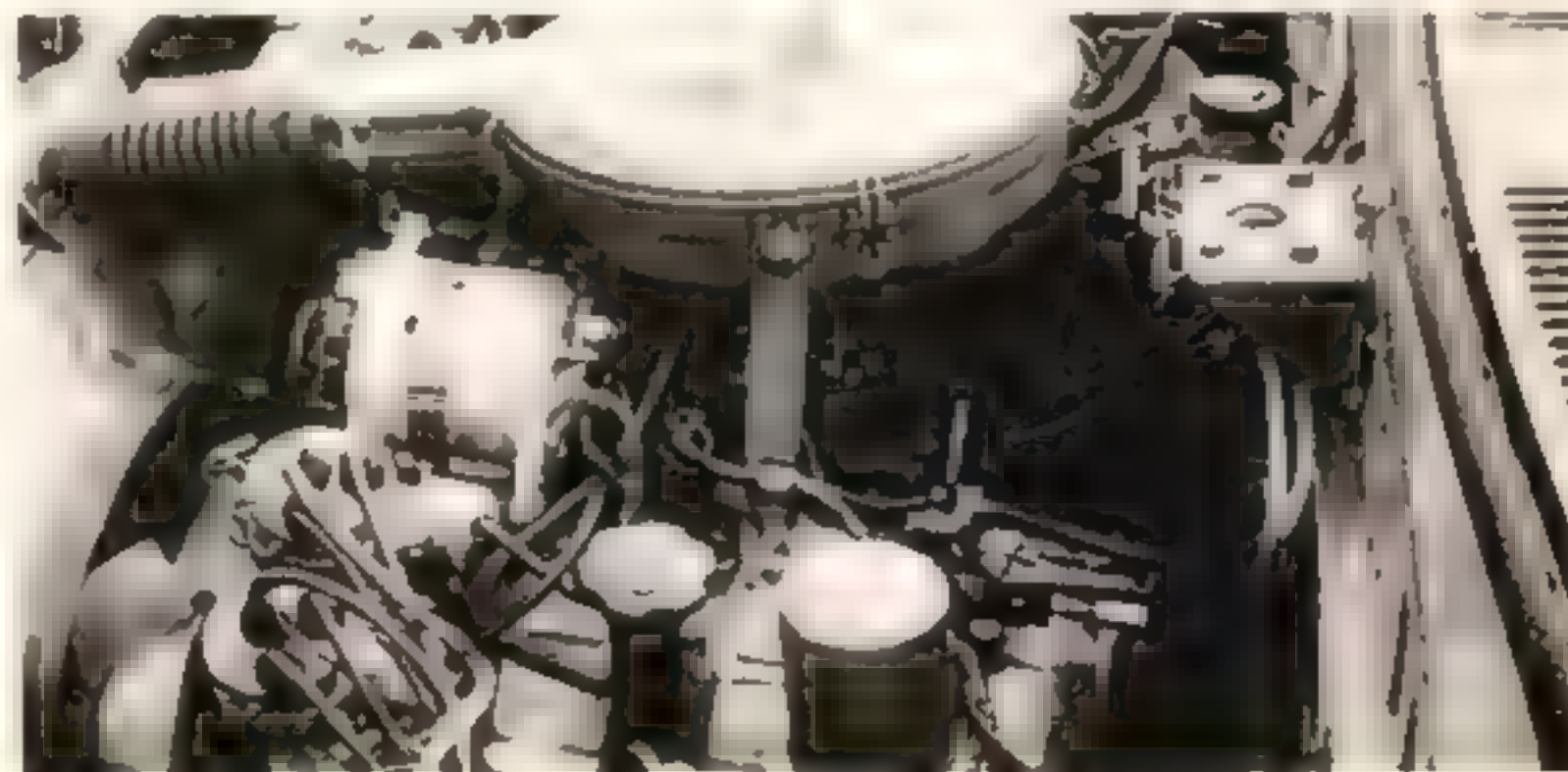
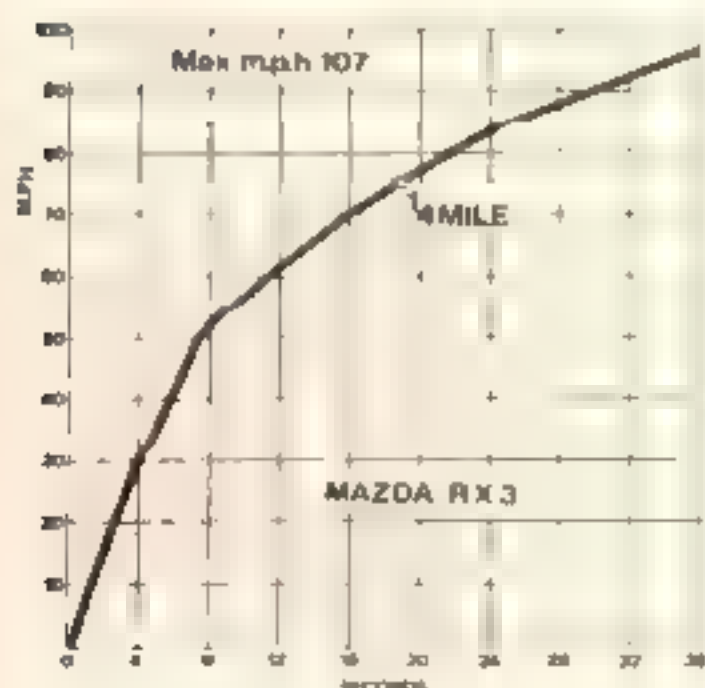
Car tested: Mazda RX3 Coupe two door four wheel price £1,632.55 including car tax and VAT.
Engine: Two rotor Wankel engine 491 cc A 2 (equivalent capacity 1984 cc) compression ratio 9.4 to 1, 110 bhp (18 bhp at 7000 rpm) Stromberg four-barrel carburettor.
Transmission: 5 and a dry plate clutch four-speed 2 synchronised gears with central change, ratios 1.0 1.415, 2.202 and 3.737 to 1 open propeller shaft to hybrid rear axle, ratio 3.7 to 1.
Chassis: Combined steel body and chassis MacPherson front suspension with an coil bar rear multi-link rear steering gear, live rear axle on semi-elliptic springs. Servo-assisted disc front and drum rear brakes bolt-on disc wheels, fitted 155 SR 13 tyres.
Equipment: 12 volt lighting and starting speedometer, rev counter, ammeter, fuel and temperature gauges, clock, heater, demister and vent a/c system with heated rear window, two-speed windscreen wipers and washers, flashing direction indicators with hazard warning, fog light, radio, central.
Dimensions: Wheelbase 7 ft 7 in track, 6 ft 3 in overall length, 13 ft 4 in width, 5 ft 5 in height, 1,950 lb.
Performance: Maximum speed 107 mph. Speeds in gear—third 85 mph, second 56 mph, first 32 mph. Standing quarter mile, 18.5 s. Acceleration—0-30 mph, 4.0 s, 0-50 mph, 7.5 s, 0-60 mph, 11.5 s, 0-80 mph, 21.5 s.
Fuel consumption: 18 to 21 mpg.



On motorways, the RX3 is completely steady at its maximum speed.



Above, the car is well finished with an air of quality. Below, the engine starts instantly, and is extremely flexible.



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The quiet, modest world of Derby's Alan Smith

To talk to Alan Smith, the demon engine builder based in Derby, one would never think that last week his racing engines had taken a double in the first 2-litre sports car round, fourth at Hockenheim, and the best three F5000 runners in the combined F1/F5000 race at Silverstone. I dare say the situation would not have been much different the day after the Race of the Champions at which he took the Formula 5000 race, the F1/F5000 race, the Group 2 saloon race and the Atlantic event. At his Manchester Street headquarters, nothing seems to upset the calm and efficiency, apart, possibly from the occasional visit from the ebullient Mr Sid Taylor from down the road.

However, it was that Mr Taylor who virtually saw Alan Smith on the road to modifying Chev engines. For many years, Alan Smith was mechanic to Reg Parnell, and when Parnell went to drive Aston Martin works cars, Smith started his own garage in Derby. As a Turner distributor, they entered

a team of cars, and in particular, it was Pat Ferguson who gained the greatest successes being the class Champion for three years. This was in the early 1960s, and one of the team's rivals was Sid Taylor, who drove an Elite and then an Elan. Taylor presumably considered the adage that if you can't beat 'em, join 'em, so he had his engines prepared at the same premises as the Turners.

As Sid Taylor's involvement with motor racing grew, so Alan Smith became a more important part of the effort, and also a more important rival for other engine builders. After the Elan came the Brabham BT8, and then the Lola T70, driven by Denny Hulme which became the first Chevrolet tweaked by Alan Smith, to good effect, one remembers John Surtees' Lola effort also saw the potential, and so Alan Smith was on the way to a career of preparing engines.

Since the end of last year the premises of Alan Smith (Racing) Ltd has been in Manchester Street, Derby, in a building formerly

occupied by Bristol Street Motors, and which at first consisted of a long hall, but now partitioned off, one half containing the engine workshop and the other a normal servicing and tuning garage for high performance cars in particular. This latter section is equipped with rolling road, and one of the cars in for work was Craig Dent's Aston Martin DB4.

The engine shop is really Smith's baby. Up to 15 engines at any one time are worked on, varying in size from 1.8 up to 8.0 litres, although the eight litre model was only looked at during Sid Taylor's CanAm effort with the BRM. This year there will be no CanAm push for Alan Smith, although the F5000 effort has been bolstered with the sale of eight engines to the USA. The sales he attributes to Brian Redman's win at Riverside. Other cars to be run with Smith engines in USA include those entered by Carl Haas, Peter Gethin's car, and of course the Sid Taylor effort with Jody Scheckter driving. The British effort incorporates Epstein's "crowd," Keith Holland, McKechnie Racing, Guy Edwards and of course the recently announced Taylor entry for Brett Lunger. However, as well as the big bangers in this country and the USA, Alan Smith (Racing) Ltd also prepare 2-litre and Formula Atlantic engines.

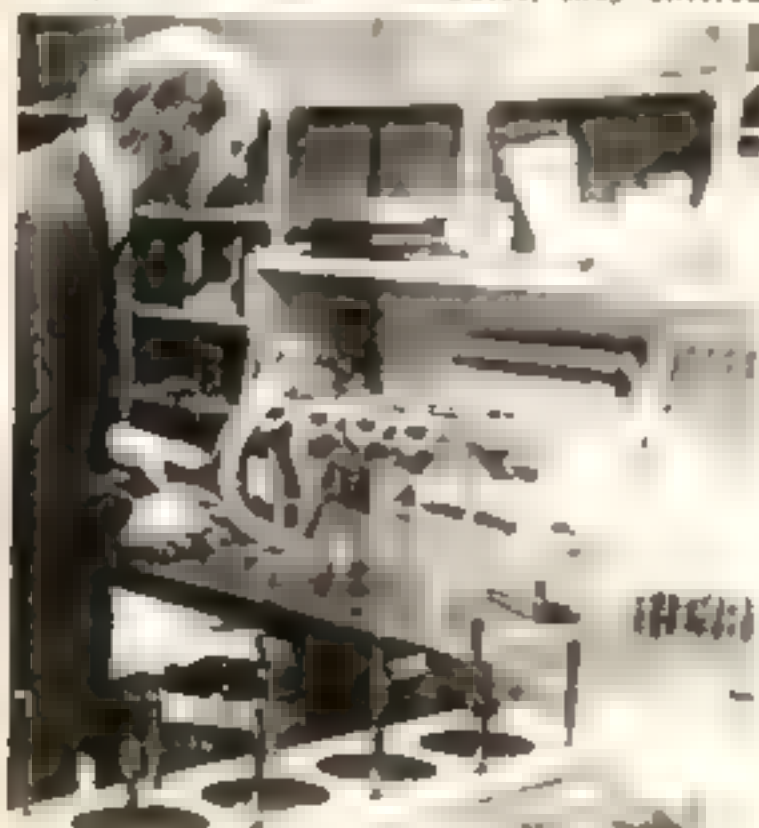
Alan Smith (right) and Dave Whitehurst



The smaller engines are the pigeon of Dave Whitehurst, whose charges this year include the Formula 2 Rondel effort, the works F2 Chevron car and the Elf Coombs team. In Formula Atlantic there are John Lepp and Colin Vandervell, and in 2-litre sports cars there's the Red Rose team which brought home all the laurels from Ricard, and Martin Raymond. On the Group 2 saloon front, Frank Gardner's often victorious engine is prepared, principally because it is a Chevrolet.

On the big engine scene, the latest development from the Smith premises is the fuel injection unit which made its debut at Brands Hatch Race of the Champions meeting in the Sid Taylor Trojan at the hands of Jody Scheckter. Smith described the unit that appeared in the car as a lash up, and despite encouraging results on the test bed, he hadn't really wanted to run it, but once Mr Taylor's eye had lit on it, the engine was in use and that's how it came to be at Brands. The unit created lots of interest, but until it is sorted it won't appear on the market, and when it does it will naturally enough be for Alan Smith users only. The problem that existed was that the rev counter was electrically driven, but now a mechanical gear has been set up, some of the problem has been overcome. The Brands exercise, says Smith, was of little use, as the whole programme had been delayed anyway because of their recent premises move.

Obviously apart from the fuel injection side, F5000 engines are still being produced. Smith finds that the Chevrolet engines are well produced, although, of course, a large amount of work has to be done on the units. Of the many American performance parts available, Alan Smith has a fair idea of what works and what doesn't. The engine preparation involves basic blueprinting to take off the



Above left, "small" engine man Dave Whitehurst works on a 2-litre, while right, the cars receive attention. Below, a general view of the engine shop, big engines on the left, small ones on the right.



rough edges, which he says "appear all over the place". Bores and line bores are done off the premises, while he does his own modifications to pistons and heads. Of the American gear, he uses Warren rods, Crane rockers and valve springs, Mackay inlet manifolds and reworked TRW valves. Weaver's dry sump pumps are also used. The basic carburettor engine works out at £3350 although after that there are special manifolds, different sumps, etc, which can easily bump the price up a little further.

Of course, whatever mods are required can be fulfilled providing Smith thinks them worth while, but some mods he doesn't altogether agree with. One of the F5000 engines in the shop when we visited was having between 18 and 20 lb weight taken off the block in sheer lightening. Smith felt that at a price of around £100 to do the work, it wasn't really worth it, but the work was being done.

With up to 15 engines in the shop at any one time, it would seem easy to ignore one customer and favour others, but Alan Smith tries to keep all his customers happy. Any suggestion, for instance, that he favoured Sid Taylor was unfounded, and he tries to keep his engines running reliably because if they all came in together, plus all the small engines as well, it's unlikely that the seven-man staff could cope. Smith builds his F5000 motors so that they should be able to do 1,000 racing miles per engine before a rebuild. "Should" is, of course, the operative word but some indication of the likelihood is that Gje van Lennep, last year's Rothmans champion, did 3,500 racing miles on one engine with one rebuild.

The smaller engine side represents slightly more complications for the availability of engines is not always what it should be. Smith reckons the FVC and of course considers there's no way a BDA will ever beat one, but the supply situation from Cosworth's causes anxiety. They are apparently more interested in the BDQ, and unless it's their customer and involves them, there's little hurry. In a business and sport where everyone wants everything yesterday, that's not good enough, says Smith and has been forced to try elsewhere for blocks, including Norman Abbott. Phasing out the cast iron block has also created a problem. Rebuild time for 2.0 litre engines is around three days, which is often as much as one gets, with the F2 and 2-litre sports car boys charging around the Continent.

The fairly small premises of Alan Smith's include a machining shop equipped with five different machines, a head machining shop with special dust extractor, and two Heenan and Proude dynamometers surrounded by 15in walls to keep the local inhabitants happy in the basically residential area. There's an infra red crack test section and a certain amount of designing is carried out by Alan Smith himself. He scratches out "a few bits and bobs" and then a retired Rolls-Royce man comes in and draws it out professionally. Apart from the difficulty getting hold of some spares, there's a fair stock kept from cams and rods to blocks when they are available.

Although Alan Smith is one of the most vital people to the engine scene in this country, it is rare to see him, or any of his staff at a race circuit. This is partly because they never seem to have any time, and partly because there's little that can be done there anyway if an engine does go wrong. Smith's small staff just about cope with what work they have, but he would like to have someone at the circuits occasionally. He recently made a trip himself to Brands Hatch for the F5000 race, but one felt that it was only for interest's sake to look at his new injection unit. The Alan Smith engine shop seems so remote from the track, operating on an automated efficiency which seems far removed from the frenzied life of its products.

New wheels for road and track

Two new ranges of wheels have recently been announced, one in magnesium and the other in alloy. From Competition Wheels of Cippenham, near Slough comes a range of light magnesium wheels in two styles, one with a spoke and one with a cone. The spoked wheel is for outboard brakes front or rear application, and there's a specific front wheel casting which ensures there is no unnecessary weight penalty. The width of the fronts are from 8in to 11in, and the rears are from 11in to 18in, with a 13in diameter.

The cone wheels from the same company have been developed for use on cars built with inboard brakes. The wheel is split in the centre and the two halves are secured by four bolts. It is not necessary to split the wheel in normal use, and tyres are mounted in the conventional manner. Lightness is a feature of both types of rim, and the cones are made in widths of 12in up to 18in again with 13in diameter. Both rims also have a safety bead.

Competition Wheels directors are well-known motor racing men, Mike Knight and Max

Boxstrom, the latter of whom has been responsible for the design. Wheels have apparently been tested on BRMs with seemingly good results.

Brown and Geeson boast the highest purity alloy for their range of road wheels, including a percentage of chromium and magnesium. Every wheel has a fully machined rim and face highlights which blend attractively with the matt black background. All fixing nuts and bolts, and washers are machined, polished and chrome plated to British Standard specification. Thoroughly inspected during manufacture, the wheels are finished with two coats of epoxy paint and a clear protective lacquer.

Each wheel incorporates a rim safety ledge as well as full brake ventilation. Rim sizes vary from 3½ through 5J to 5½J, also varying in diameter from 10in to 13in. Among the makes of car for which the Brown and Geeson wheels are suitable are: British Leyland models, BMW, Bond, Clan, Chrysler, Datsun, Ford Gibern, Honda, Lotus, Marcos, Mazda, Rootes, Simca, Toyota, Triumph and Vauxhall. A detailed colour brochure may be obtained from their base in Ilford.

The new products from Competition Wheels with the spoked on the left and coned on the right



American spares

A totally new parts and service operation for owners of American cars, light trucks and motorhomes is launched this month under the American Autoparts banner with head quarters at Wallington, Surrey. The new operation is a division of Action Automotive, the fast-expanding specialist mail order company, who have moved into the Wallington premises and opened a retail shop stocking all manner of Stateside-orientated goodies.

American Autoparts offer a drive in off-the-shelf service with guaranteed replacement parts for all popular American vehicles—covering GM, Ford, Chrysler and AMC models and motorhomes using "Big Three" products as base vehicles. What's not in stock can be obtained quickly and prices will average out at somewhere near half of those charged by many existing sources of supply.

An American Autoparts Service Centre, at Sutton, Surrey, has been created to undertake guaranteed repairs and fitting work for customers, while those who prefer to carry out their own maintenance have a wide range of workshop manuals to select from, covering every American car made from 1940 to the present day.

In addition to carrying an increasingly enlarged range of stock spares American Autoparts is offering the full range of performance equipment imported by Marshall-Dickson Racing, including B & M automatic transmissions, ET mag wheels, Speed Industries gaskets and Accel ignition equipment.

Invention award for Howard Hobbs

The Richardson gold medal for the best invention submitted to the Institute of Patentees and Inventors for 1972 has been awarded to Mr Howard Hobbs of Napton-on-the-Hill, Nr Rugby, for his Variable-ratio transmission.

Mr Hobbs, father of F5000 driver David Hobbs, has devoted his whole life to transmission developments and is managing director of Variable Kinetic Drives Ltd. In making their unanimous decision the judges suggested that the invention should be taken up by the vehicle industry. The performance of vehicle engines is limited in several respects by the fact that the internal combustion engine only works well at a narrow range of speeds. Air pollution and fuel consumption are worsened and engine size increased by the use of conventional gear boxes which have a limited number of discrete gear ratios. Even when an automatic gear change is provided the engine is disconnected from the wheels during gear changing.

Howard Hobbs has not only invented and designed a fully continuous torque converter with a torque ratio of 4 to 1, but he has built and tested it in cars over a high mileage and demonstrated its very considerable advantages. The Richardson gold medal will be presented to Mr Hobbs by the Institute's President at its Annual General Meeting in London on May 18.

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The Championship engine builders

1970 Rothmans F5000 champion, Peter Gethin, using an Alan Smith engine in his McLaren M10B

1971 Rothmans F5000 champion, Frank Gardner, using an Alan Smith engine in his Lola T300

1972 Rothmans F5000 championship, won by Gijs Van Lennep, driving a Surtees TS11 powered by Alan Smith.

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(52584)

Hillclimbing has come a long way from the days of the twin cylinder Coopers. The Grand Prix cars have arrived this year and one of the prime movers in this is the last man to use a twin to win the RAC Hillclimb championship, David Good. Over the winter Good acquired the two Cosworth DFVs from McLaren that were used by Alan de Cadenet while Tony Griffiths and John McCartney purchased Brabhams and BRMs used last year by the works teams.

Unhappily what could be one of the best ever championships is unsponsored. Shell having withdrawn their valuable support. The Leaders championship which runs concurrently with the RAC series and is based on class placings has been luckier and has gained support from Woking Motors. It is basically up to the organising clubs to find what support they can starting with the first round at Loton Park with sponsorship from Duckhams. There are now 16 rounds to the championship although, like last year, it is unlikely that the Irish round, Craigtlet, will be used. The newcomer is the Guernsey hill, Les Val des Terres, first used last year for a national at a meeting spoilt by the dockers' strike. The seafront hill has been likened to a mini European mountain climb with its long sweeping curves and high stone walls and is a worthy challenge to add to the championship. This round will take place only two days after the Jersey climb at Bouley Bay so it is to be hoped that all the leading cars will still be fit. All the usual hills are in with two rounds at Prescott, Shelsley Walsh and the Scottish hill, Doune. The following hills have one round each: Loton Park, Wiscombe Park, Barbon Manor, Pontypool, Les Val des Terres, Bouley Bay, Great Ayclum, Craigtlet, Gurs-ton Down and Herewood.

The top 10 drivers in last year's championship will again carry the corresponding numbers on their cars. Thus number one will be the reigning champion, Berkshire's Sir Nicholas Williamson. He will again be using his March 712S but the car is very different from last year—it's even changed its name. One of the ex McLaren series nine DFVs has replaced the Hart BDA, the whole plot masterminded by Lyncar designer, Martin Slater and now known as a "Mariya." The power of the DFVs has to be fed in gently and they've yet to be proved although at the time of writing they had scored one BTD (Williamson) and one class win (Griffiths). Second on the list is twice champion, David Hepworth whose plans are still somewhat mysterious. Hepworth tells me that his much used Guyton Sandblaster Special will be used for the first three or four rounds, perhaps with a different driver. What follows? Well, "Heppy" says that he has told the Mac to move the posts at the top of Shelsley in case they get caught in his parachute! The Yorkshireman is again involving himself in InterSerie so we will see.

Level on points with Hepworth last year was Mike MacDowel, who shared seventh place in the 1957 French GP with Jack Brabham. Basically his Brabham BT36X is the same as last year although the car now sports a bigger wing and the 5-litre Repco V8 has larger fuel injection trumpets. Roy Lane also has the same car as last year, the McLaren M14D built originally for the FI Alfa Romeo engine and now with a 5.7-litre Chevrolet. Those magnificent CanAm style injection trumpets have gone now, replaced by Weber carburetors, a considerable improvement according to the "king" of Prescott.

Tony Griffiths has one of the two "real" GP cars, the Brabham BT33 used last year by Graham Hill and Wilson Fittipaldi and before that by Tim Schenken. Delivered in a scruffy state the car is now an immaculate BRG in the Kidderminster Motors style. A Ford main dealer, Griffiths refers to the car as the F1 Brabham-Ford. Pushing him hard last year was Richard Thwaites, still with his ex-David Good McLaren M10B. The home tuned Camaro engine has been rebuilt over the winter and now is a full 5.8 litres.

Seventh place last year went to Mike Hawley but he has sold his Brabham BT35 with FVA to Tony Harrison whose McLaren

Hillclimb season starts at Loton on Easter Monday

IAN WAGSTAFF previews the Championship contenders

M12C had been acquired by Lol Hopkins, Hawley having taken the role of spectator for a while. Another who probably won't be driving is Peter Voigt who had a financially disastrous season last year with his Palliser-Recco. However, if anyone has a car and wants a potentially very fast young driver then Voigt is your man. Two men who didn't score in last year's championship, they were busy fighting each other tooth and nail for the Leaders are David Good and Chris Cramer who are moving into the big league for 1973. Good has the fourth Lyncar chassis built by Martin Slater, based on John Nicholson's F Atlantic. This is motivated by the other McLaren DFV, both the Berkshire based Cosworths having been tuned by Nicholson himself. The 1961 champion is a welcome addition to the top 10 runs as is the reigning Shell Leaders champion, Cramer. The Stroud driver has bought the works March 723 used by Jean-Pierre Jarier. The engine and gearbox that won last year's championship, Williamson's 2-litre Hart BDA and Hawland have been acquired to provide the power. The combination is known as the Grünhelle Lager Special and showed what a threat it could be at the Loton Park test day.

Two other big cars must deserve a mention. One is the other F1, John McCartney's BRM P153C used by Helmut Marko last year and still in Marlboro colours. The other is the ex Bill Wood McLaren M10B of 1971 Leaders champion, Tony Bancroft. "Spotty" moved into the RAC championship half way through last year when he bought a 3-litre Chevron-BMW B19 and acquired the taste for top 10 runs at the final round at Doune. The 1600cc single seater should also provide good sport although it is not long since this class was a walk-over for Mike Hawley. However, it is becoming increasingly difficult to qualify for a top 10 run with this size car. Principal contenders should be Geoff Rollason, still with his Lotus-FVA 69, and Ken MacMaster who has bought the ex-Tetsu Ikusawa GRD 272 now fitted with a Hart BDA. The first hillclimb of the year fell to this combination at Loton Park.

To mention all the leading contenders in the Leaders would need considerable space and then I'd probably miss out the winner. It remains to be seen which is the easiest class to win or if any one driver will become out-

standing. People like Nicky Porter (Cooper S), John Stuart and Alister Douglas-Osborn (U2s) and David Franklin (F4 Vixen) have already featured in early meetings. However, most clubmen regard the Castrol/BARC series as their pinnacle and so some drivers who could probably do well in the Woking Leaders will probably concentrate on the former. Whatever happens there will be a new name on the trophy for both previous winners, Cramer and Bancroft have moved on.

April 23	Luton Park, Hagley & DLCC
May 5/6	Prescott, Dugart CC
May 12/13	Wiscombe Park, West Hants & Dorset CC
May 19	Barbon Manor, Weymouth & MC
June 9/10	Shelsley Walsh, Midlands AC
June 16/17	Ormeau, Lough CC
July 15	Pontypool, BARC (S. Wales)
July 26	Bouley Bay, Jersey MC & LCC
July 28	Les Val des Terres, Guernsey MC & CC
August 3/4	Great Ayclum, Hants & Berks MC
August 10/11	Craigtlet, Ulster AC
August 18/19	Shelsley Walsh, MAC
August 26/27	Gurs-ton Down, BARC (SW)
September 1/2	Prescott, BOC
September 8/9	Herewood, BARC (V)
September 22/23	Doune, RSAC

The first round of these championships is this weekend on Easter Monday. The Hagley DLCC start the ball rolling, as they do in the Castrol/BARC series, at Loton Park. This 1,475 yard hill with an average gradient of 1 in 25 (1 in 7 at its steepest) is situated 8½ miles west of Shrewsbury. Practice takes place on Sunday and all the leading contenders should be there, competitors at the previous day's Herewood being allowed to practice on the Monday morning. It should be the scene of a really good day's sport. Where else will you be able to see GP cars in action over Easter?



Number one this year (below) is Sir Nick Williamson in his DFV-powered Mariya (March-Lyncar). Above is David Good's similarly powered Lyncar.



Lane shatters record

It was a very relaxed Roy Lane who really set everybody talking at the AMOC's Daily Mirror Climb of Champions last Sunday. His McLaren M14D is producing more power now than it's on Webers and the Warwickshire driver is really out to show them all this year. On Wiscombe hill, one he has never shown on before, he not only smashed the 40 s barrier and David Hepworth's record but did it very convincingly.

It was one of those really splendid days, a good crowd, fine weather and records falling in most classes. The newly resurfaced hill was a joy to drive on and it was a pity that timing maladies and a general state of dissatisfaction with the practice arrangements spoilt the meeting. Some of the classes, as a result, only had one run and the top 10 runs were cancelled.

The weekend's sport had started with a members' meeting on the Saturday. Mike MacDowel (Brabham Repco BT36X) gave warning of his Sunday form with a fine BTD ahead of Sir Nicholas Williamson's Marilyn DFV. David Good unhappily clipped the boards at Bunnies Leap with his Lynxer MS4 and damaged a corner. Frantic overnight work resulted in the car being mended for the Sunday only to have a drive shaft break in the morning. Good really has been unlucky of late. Sports car and saloon classes saw wins for Guy Beddington (V12 E-type) and Stuart Browne (Escort TC). The day really

belonged to the Aston Martins and they were out in force for a series of scratch and handicap classes. Finally the day ended with a practice session with Williamson setting things alight with a near record time.

The main event on the Sunday was a specially invited class of top contenders for the annual "Climb of Champions." Some of the contenders also entered for their usual classes while others, like Roy Lane, believing there to be top 10 runs, preferred to preserve their cars. It is therefore doubly to his credit that he recorded his fantastic time with only two runs. Convinced that he really ought to do better at Wiscombe, Lane really decided to give it his all. The determined run that followed reduced the record to an amazing 39.70 s and earned the praise of all present. MacDowel had been the fastest on the first runs and was running very consistently all weekend. However he could not match Lane's performance and then fell back to third as a really hard working Williamson thrust his way up the hill. Unhappily the baronet crossed the finishing line too quickly and hit a tree creasing the monocoque of the March based machine. Even so he was below the old record. David Hepworth made his first appearance of the year with his Guyson Sandblaster Special. In spite of broken push rods and leaking gaskets the former champion was still there for fourth place ahead of Tony Griffiths' Brabham BT33 and Chris

Cramer's Grunhalla Lager Special (March 723).

The day had begun as it meant to go on with Hepworth's sponsor, Jim Thompson (Blydenstein Firenze), demolishing the record for saloons, the timing gear and the front end of his car. The Guyson director was really moving in a way that only he can in a hill-climb saloon. The Gilberts Garages Cooper S of Adrian Gilbert did very well to come as close to the winner as it did (just over a second adrift).

Brian Butler (Sprite) was another record breaker in a class of his own, easily beating fellow Sprite driver, Des Richardson, and that GOM of the hills, Ash Cleave in the wonderful Morris Special of his.

The big modified sports car class is really becoming competitive. The E-types of Nigel Pow and Guy Beddington (V12) both only completed one untroubled run yet took first and second just ahead of Paul Channon's rapidly conducted AC Cobra.

Richard Jones was travelling amazingly quickly in his U2 Mk 11B to knock a full second off the existing small sports car record. On this sort of form the Ginetta G12s of Robin Grant-Sturgis and local man Roger Hare, could get nowhere near him. There was no real opposition for Reg Phillips in the larger class. The whole class only had one run but that was all the genial Reg, now running with 1930 cc ex-Canon Cameras FVC, needed. In spite of the size of the class there was only one other true modern sports racer, the Gropa that Essex student, Dermot Richardson, stuffed into the bank at Sawbanch on his first run.

The Vintage and Venerable handicaps were also doomed to one run and this gave David Taylor an overall win with his 1933 Aston Martin Le Mans. Not even slightly off-song cars could stop David Franklin, driving superbly as usual, from bettering his own record and taking his third win in as many weeks. Roger Willoughby had his Brabham BT15 going very quickly indeed in second spot while putting some more modern cars to shame in third place was Terry Smith's exciting Cooper twin, Geoff Rollason, returning to the hill after a long absence, was really determined to take Mike Hawley's under 1600 cc record with his Lotus 69. His last run saw the record fall in spite of stuffing plugs. Making his first ever visit to the hill Ken MacMaster quickly got down to some competitive times with his GRD 272 while third came Tony Harrison, a brand new Hart BDA fitted to his Brabham BT35.

Many of the leading drivers were out again in the large class and here Mike MacDowel kept a grip on things with two climbs near the old record. Tony Griffiths returned his fastest run of the day for second place while only one run was sufficient to give Sir Nicholas Williamson third place ahead of Cramer Ian Swift (TechCraft Bulck) and Richard Brown (ex-Bowtell Lola-Lucas T142). Richard Shardiow was an entrant in both this class and the Climb of Champions. However with his new car far from ready he used Hepworth's four-wheel-drive Guyson for just one run in the latter class before deciding that the engine was playing up too much to risk further runs and jeopardise David's chances. Hepworth, himself however, managed to spin the car off the road just after Bunnies Leap. Finally it only remained for Richard Pilkington to take home the historic award with his Cooper Bristol and for Roy Lane to walk off grinning, his arms laden with prize ware.

IAN WAGSTAFF

AMOC Members Day (Saturday)
 BTD M MacDowel (50 Brabham Repco BT36X) 41.12 s
 Class winners M Carr (20 Aston Martin 15/48) 54.66 s C Dent (29 Aston Martin DB2) 54.73 s R Williams (27 Aston Martin DB4) 55.30 s R MacGregor (40 Aston Martin DB5 Vantage) 52.08 s MacDowel (40 Beddington 53 Jaguar E V12) 48.33 s S Browne (16 Ford Escort TC) 47.39 s
Daily Mirror Climb of Champions (Sunday)
 BTD R Carr (57 McLaren Chevy M14D) 39.70 s (new hill record)
 Class winners J Thompson (25 Vauxhall Firenze) 47.07 s B Butler (11 A Sprite) 48.31 s M Pow (42 Jaguar E) 47.29 s Lane R Jones (14 Mk 11B) 44.92 s R Phillips (19 Chevron FVC) 51.91 s D Taylor (15 Aston Martin Le Mans) 51.54 s D Frank (10 Hunnigan Vaux mp) 44.07 s R Rollason (16 Lotus-Hart FVA 69) 41.85 s M MacDowel (50 Brabham Repco BT36X) 40.13 s R Pilkington (20 Cooper-Bristol Mk 11) 40.13 s
 * new class record



Winner Roy Lane powers the McLaren M14D through the picturesque Wiscombe countryside. Below, Jim Thompson had a mixed weekend in the Firenze, breaking the saloon record and his car





Richard Jackson's Datsun 240Z took second in its class.

TOPCLIFFE

Dungworth dominates

Mervyn Bartram escaped with superficial burns to his hands and legs and didn't need hospital treatment when his Moss Tyre Special caught fire on his second run at the MG Tyne Tere sprint meeting at RAF Topcliffe near Thirsk last Sunday. Apparently petrol vapour built up beneath the bonnet of the U3 on its second run and when the car caught fire he pulled off near a marshal's post. They were promptly on the spot, to drag him from the flames, but it's not known how seriously the car was damaged.

The other major excitement was the form of Malcolm Dungworth in the ex-Tony Griffiths Brabham BT35X Repco which pulverised everyone with BTD of 73.32s on the 1½-mile course which was over 8s quicker than any-

thing else in a full entry of 75 cars. In fact it was a Formula Ford Dulon of Bob Prest who was second in 61.65s and all alone in his class, while the Lotus 7 of John Batts was third in 51.78s. Bartram took second in his class in 53.12s but the huge McRee of John Lambert was never in contention though the growl of the Chevrolet engine made up for some of the disappointment, for a time of 56.59s.

The event was the first of five at the venue this summer, but it was strange that none of the class winners had a serious challenge. Howard White had 2s in hand in winning the small Mini class. Peter Ormerod was embarrassed with the ease in which his Escort TC defeated an RS1600, and in the next class

the Anglia of Brian Spinks was no less than 7s quicker than an Escort TC.

The margin of success was down to 1s in the next two classes where Mike Morrill (Sprite) and Alistair Naylor (MGTC) were successful but it widened to 6s in the over 1300cc sports class where Denis Liveredge got round in 50.78s to wallop Richard Jackson's Datsun 240Z by over 6s in his Lotus Elan.

STD: M. Dungworth (Brabham-Repco BT35X), 73.32s. Class winners: M. White (Mini-Cooper), 41.12s; P. Ormerod (Escort TC), 59.21s; L. Dickson (Cooper S), 59.4s; B. Spinks (Anglia), 52.09s; M. Morrill (Sprite), 59.93s; A. Naylor (MGTC), 54.64s; D. Liveredge (Lotus Elan), 50.78s; J. Batts (Lotus 7), 51.78s; J. Batts (Lotus 7), 51.78s; N. C. McRee (Jaguar E), 56.16s; B. Prest (Dulon), 51.65s; D. Batts (Lotus 4C), 52.93s; J. Lambert (McRee), 56.59s.

Sutton and Cheam win Castrol quiz

Sutton and Cheam MC are the new Castrol motor club quiz champions. In one of the best finals of the four years of the quiz, at Birmingham last Saturday, they defeated the Cornwall-based Camel Vale MC by 480 points to 370 points to win the £250 cheque and a trophy in their first national appearance. In the first half of the 50 m final, the Sutton and Cheam team of Ian Thompson, Martin Holmes and John McNeil led by only 25 points and for much of the second period there was never more than 50 points between them. Sutton and Cheam pulled away to final victory in the last 5 m.

Earlier in the day the new champions had defeated Shenstone & District MC by 415 points to 210 while Camel Vale making their third appearance in the national finals, had disposed of the Scottish champions 780 MC from Dundee by 510 points to 270 points. The prizes were presented by Mrs Paddy Dixon, wife of Castrol's publicity manager Mike Dixon and the question master was Raymond Baxter.

COTSWOLD TRIAL

Hinde pips Moffatt

Although the event was withdrawn by the RAC from their championship at a late hour when the club refused to accept an entry from a Dellow, the North Cotswold MC had an entry of 66 cars for their Trophy trial last Sunday in the Stow-on-the-Wold area of Gloucestershire. On the course, which comprises eight hills tackled four times, the winner, after a spirited battle was Mike Hinde in the Clan Crusader which dropped 11 marks to pip Bill Moffatt (Imp) by a single mark. These two joined battle from the start and were only 3 marks apart at lunch but Moffatt could only reduce the deficit in the post-lunch period by a single mark and Nigel Roper, in another Imp, came through to third place on 18 marks.

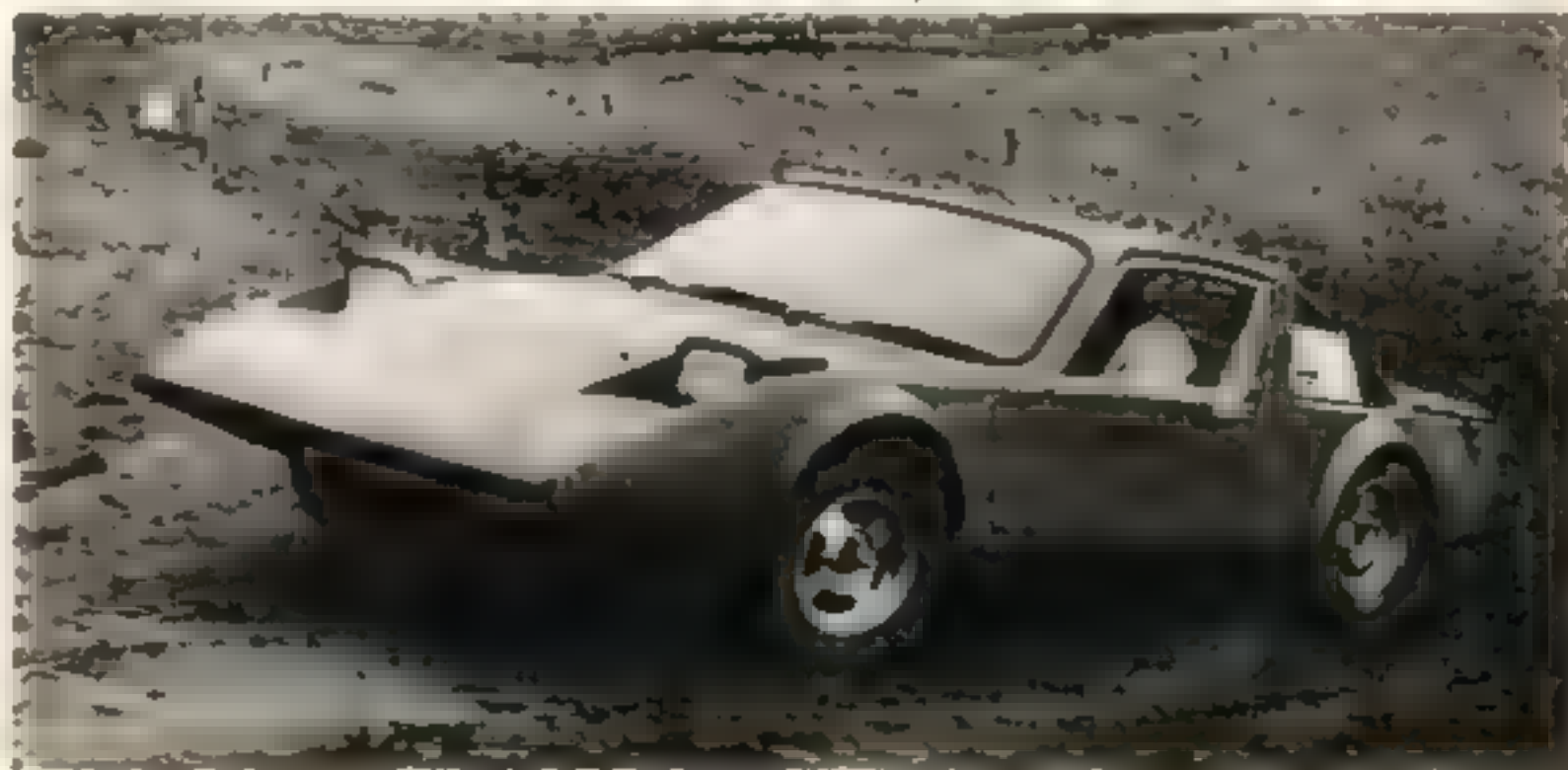
In the front engine fwd class, the early scrapping saw Geoff Spencer leading at half-time in his Cooper on 52 marks with Mike Soames challenging strongly on 53 in his Oldman GT and just ahead of Nick Pollitt on 55 in a similar car. It was certainly Spencer's day for in the afternoon he ran away from the place men to take the class comfortably on 94 marks while Soames and Pollitt swapped places. Pollitt finished on 110, one ahead of Soames while Austen Rumney made up for a poor morning by coming through to fourth in his Cooper, on 113 marks. So close was this class that behind Spencer, only six marks separated five cars.

Mac Hazlewood and Mike Stephens renewed their Mexico challenge in the conventional saloon class with Mac dominant throughout.

A three-mark interval lead was stretched to 14 by the end of the day for a total of 85 marks while Denis Wells (Skoda) finished third on 89 marks, with John Loveday's Mexico leading in the afternoon to drop from third to fifth.

Brian Betteridge celebrated his birthday in appropriate style in winning the sports car

Mike Hinde's Clan Crusader lost 11 marks in the competition.



class in his Sprite. Early leader was the Sprite of Malcolm Brown on 42 marks with Mrs Jean Hazlewood (Sprite) on his tail on 43 marks while Betteridge and Mike Harrison (Midget) had collected 46 and 47 marks respectively. Betteridge got into the groove on the last section of the third four where he got a two and his challengers collected seven or eight as he went on to win the class on 81 marks, five ahead of Mrs Jean with Harrison moving into third spot on 90 marks.

Overall: M. Hinde (Clan Crusader), 11 marks lost. Class winners: G. Spencer (Cooper), 94; M. Hazlewood (Mac), 85; B. Betteridge (Sprite), 81; W. Moffatt (Imp), 78; Team: D. Wells (Williams, Harrison, Moffatt).

Formula 2 cars feature in South Africa



In the third round of this year's South African Championship at Goldfields Raceway Dave Charlton's Lucky Strike Lotus 72D scored his customary win having dominated the race throughout and finishing a lap ahead of Paddy Driver's Formula 5000 McLaren. Ian Scheckter's Chevron B25 (pictured above) was fastest of the Formula 2 cars, being third fastest overall and harrying Driver all the way, in fact Scheckter passed Driver on one occasion before settling for third ahead of team mate John Love. Eddie Keizan's FI Tyrrell started from the back row of the grid but managed to take the lead on the first lap before spinning an action which he repeated later before taking up stat on in second place behind Charlton and then a tyre burst three laps before the end and he was classified fifth, ahead of Guy Tunner's March 722.

Petty officialdom strikes Irish at Aintree

Last Saturday's Aintree meeting produced several examples of how pettifoggish officials by adhering strictly to the letter of the law do no one any good at all and upset a lot of people at the same time. The Irish, North and South, like to race in England when they can and the Liverpool circuit is handier for them than most. When the RAC heard that some Irish drivers were planning to race there they decreed that they should either surrender their Irish licences and obtain English ones, or stay away. Three days before the meeting common sense prevailed and the decision altered but the rot had already set in.



Clubman's exponents Tony Martin and Malcolm Jackson.

Tony Martin bought Geoff Friswell's U2 Mk 11B and David Furlong Brian Husband's similar machine at the end of last year. Now both these cars have won Shell/Gregor Grant rounds in 1972 and returned to these shores completely unchanged. Unconvinced and suspecting presumably a dastardly Gaelic plot, the scruters got out their tape measures and decided that the Friswell car offended by three-eighths of an inch and Husband's by a

little more. In the dimensions of the front wings. Meanwhile Malcolm Jackson's brand new and unfinished BGL Mk 1 was passed without any mudguards on at all! By the time the Irishmen had received an apology they had also received a 10 s penalty for having missed practice for their race, and lost any hope of doing well. In the later formula libre event Furlong showed he had been robbed by easily passing the winner of the earlier race before running out of petrol. It will be a great shame if Furlong and Martin do not come back to race in England again, but one could hardly blame them if they don't.

One man who certainly won't is Ken Fildes who was allowed to qualify for the formula libre race in another car without any mention of a 10 s penalty. He spent the afternoon working to get his own car ready only to arrive on the grid and be given the penalty, depriving him of any chance of a decent race, which was why he had entered in the first place. In the very next race another driver, who had not practised at all, was allowed to start without any penalty.

It's hardly news these days to reveal that all the Spridgets were rejected by the scrutineers. It happens so often that it might seem more sensible to change the regulations to suit the cars rather than vice versa or at least ensure that every scrutineer knows what the rules mean.

Surprise win in Caravan Rally

Two Cheshire civil servants beat many of the professional rally crews, several of whom had rally names in their teams, to win the British Caravan Road Rally which ended with some spirited racing on the Silverstone club circuit last weekend. Victory went to Tony Postfield and Roger Clift in a Ford Capri 3-litre towing a Bessacar caravan, which collected 589 penalties.

In second place and with Andy Dawson

as navigator, came Rodney Whittier in a Triumph 2.5 PI on 679 pen, while the best of the rally-entered crews was Phil Cooper/Tony Viles who were fifth in their Rover 2000 TC just ahead of Fergus Sager from Sweden who had Barry Hughes reading the maps in their Rover 3500S. Colin Francis navigated Bob Wilson into seventh place in another Triumph 2.5 PI while Ted Millard had Phil Shaw to help him to eighth place in a Cortina GT. Colin Grewer provided some of the thrills in Silverstone racing with his rally-prepared Volvo, taking 13th place and Ray Cook finished in 18th place in his Granada Estate with Neil Wilson. They were one place ahead of Pat Moss and Liz Crellin who, despite having all sorts of problems on the manoeuvrability tests won the ladies award on their Saab. In fact Pat and Liz had led the rally at the end of the 750-mile navigational section which included three stages on Eppynt.

Exclusions mar Spring Rally

Thirty-two of the 88 crews in last weekend's Wolverhampton & South Staffs CC Spring Rally were excluded after being reported for either excessive noise or too many lights while passing through quiet zones. Eight crews were penalised in the first zone which was less than 10 miles from the start of the 140-mile route on OS119 and in the second half, a further 24 were reported. A majority of the offenders were either expert or semi-expert entries.

The rally, run specifically for novices, was easily on for the top crews and there was one 4½-mile selective in the second half. Winners were Ron Aiken/Eric Cowcill in their 2-litre Escort which dropped 1 m 6 s while Peter and Richard York were second in their Mini-Cooper and also won their class dropping 2 m 30 s. The best novice crew were Bill Dixon and Mike Gallek (Cooper) who dropped 5 m 10 s and were 3 m ahead of the next best in class.

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BRIAN LEWIS TRIAL

Pearce on top again

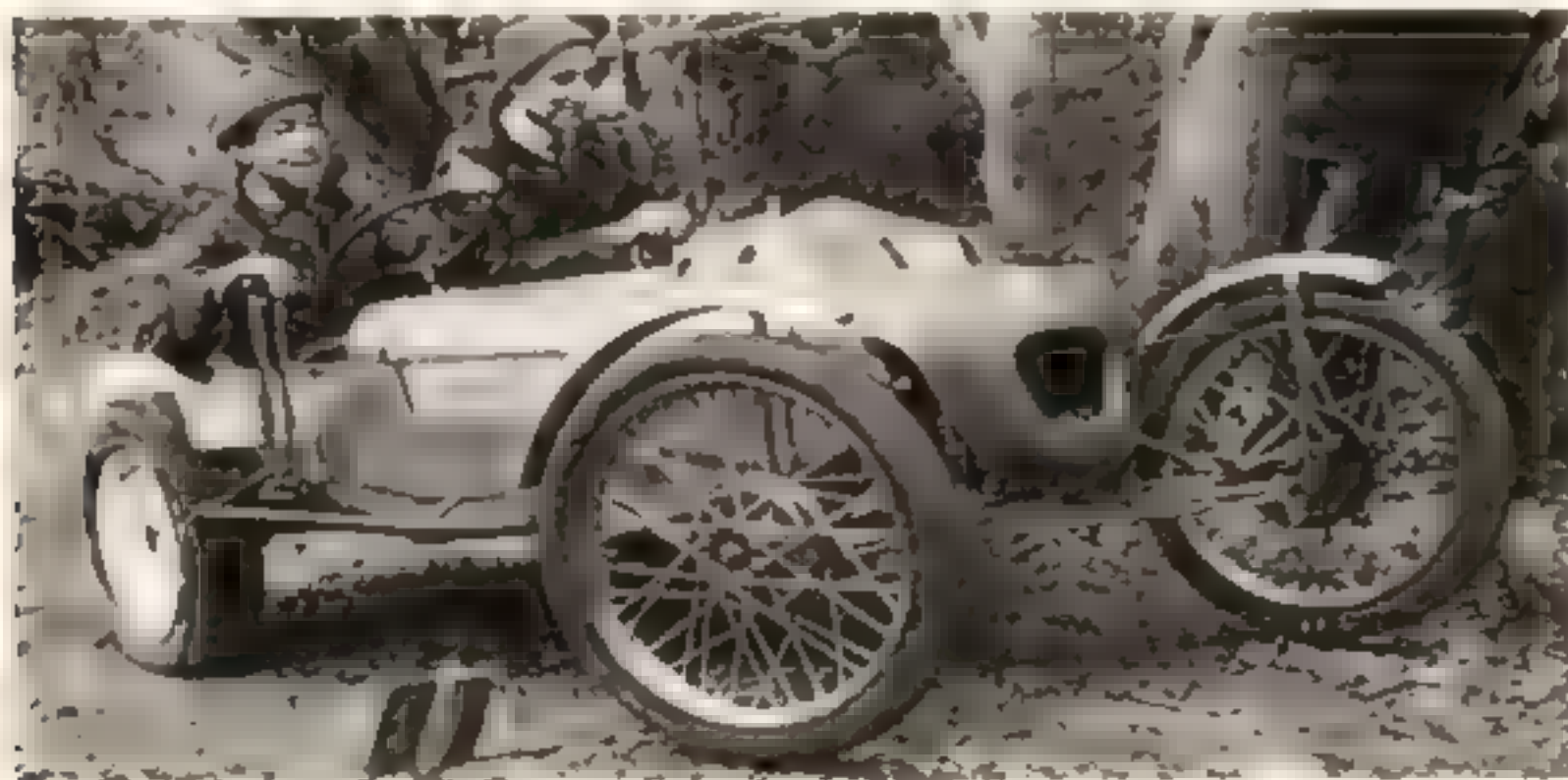
The Sempert/BTRDA sporting series took to the North Downs of Kent last Sunday for the annual Maidstone & Mid Kent Motor Club's Brian Lewis Sporting Trial. The desert conditions had the Maidstone members laying a tight course, but it did not stop Jack Pearce continuing his winning form to add another title to his season's tally, beating Colin Taylor and Gordon Jackson.

Some 30 competitors gathered on the ancient heights above Boxley. The chattering assembly had time to talk as the marshals took longer than normal to appear from their slumbers, however the "Rent a Hill" team were as early as ever to rise and laid out their usual sporting hill. Finally the engines got buzzing, with wheels spinning and clutches smelling and the dust flying in all directions. Mike Velasco led the odd numbers under the trees with the evens taking to Higgins Horror, a collection of four heart pounding climbs. After the first round of eight h's, Jack Pearce had already moulded a winning plan, leading with a mere seven. Two less familiar faces followed, Robin Wren in his fiery sounding special on 10, and Hugh Pollard in the ex-John Benson mount. The 18 score+ saw the sporting twins Gordon Jackson and Colin Taylor on level pegging.

A continual on into the second round over the same eight hills saw Jack Pearce clean improving his lead. The agricultural Geoff Langdon was not far behind on four, followed by another man from the land, Peter High-

wood, seven, with Colin Taylor on eight. The scores were inconsistent with the exception of Pearce on a total of eight so the placings danced like puppets and at lunch time Colin Taylor was in second place with 26, ahead of Peter Highwood and Ivor Portlock both 33 and Gordon Jackson a fast 36. Mike Smallwood kept up his Boxley tradition and retired.

The sections were tough as the afternoon sport was kept to one circuit of eight hills. Scores increased all round as the gaps between trees appeared to narrow and the crowd of spectators had their fill of some fine bark-rolling techniques. Gordon Jackson had the best round of 25 to pull up to third place, and with the event counting towards the Duckhams series he looks destined for this title. Jack Pearce made 26 to retain the lead and Hugh Pollard, by equalling his round pulled up to seventh place. Mike Velasco did his familiar rolling act to finish next. Another consistent round saw Colin Taylor take the runner-up spot. Ivor Portlock surprised himself with fourth place, one point ahead of Peter Highwood with Geoff Langdon next some points away, he also won the "Rent a Hill" award. The best 750 class went to Colin Sansom in his well boiled special 'Egg'.

[illegible]

Winner Jack Pearce (above) applies a touch of delicate motorizing, while Colin Taylor (below) storms up one section on the way to finishing second.



News

● Denis Beare and Trevor Smith are having a cracking time in this year's Castrol/BTRDA autotest championship, taking it in turn to take BTD, that is when John Lyons stays in Ireland. Last Sunday it was Denis's turn at the Chichester MC event when part of the Goodwood race circuit was in use for the 16 test event which attracted a mere 28 competitors.

Bears took his Sprite to victory in 619.6 s well ahead of Smith on 637.9 s, but penalties were partly responsible for this score. Smith still leads overall with 27 points from five events while Bears is second in class on 22 points, both in their usual Sprites. Second overall in the championship is the Cooper S of John Larkin with 23 points, but he suffered another defeat, this time at the hands of Roger Fripp. Fripp had a total time of 672 s to win by just over 12 s in his Cooper S, the pair of them being well ahead of the rest of the class.

Somewhat of a surprise was yet another defeat for Peter Noad. Still without the big VW, Noad was nevertheless relegated to third in class behind Tony Hunt (Mexico) who by his class win has narrowed Noad's class win to 2 points. Hunt's winning total of 6949's was 11's better than the RS1600 of K. Webb who, in turn, pipped Noad (marker trouble?) by 2's.

C. Robinson (supercharged 1068 Sprite) walked away with his class in 684.2 s, over 1 m ahead of A. Clare's 1500 Midget. David Tearle gained another good class win with his Cooper in 765.2 s, 21 s better than M. Flux in a similar car while Mike Daniels had the specials class sewn up from the start over John Leal's Lola.

OTO D 6410 (50-14) 674 1/2 Class winners T
\$m in Series 674 1/2 C Robinson Spruce spr 684 2 m
M Jan 610 670 1/2 M F 600 684 2 m
D Team 684 2 m 674 1/2 M 600 684 2 m

● Falcon MC had an entry of 91 for the first round of the LCAMC sprint championship at Duxford on April 8. After a fine morning the afternoon brought heavy rain and hail which was a disadvantage to the more powerful cars. Steve Muir set BTD at 46.0 s in his Mini-Cooper S. Following were Tony Brough, also in a Mini-Cooper S and David Render in his 34-litre Ginetta G12, both on 48.2 s.

MC A Davis md 477 x

[illegible]

● No one would have thought it was early April when the YSCC held their Wharfedale Trophy hillclimb, for practice could not begin until 1 pm as snow had suddenly fallen in the morning. In the early afternoon the clouds cleared, the sun came out and John Lambert collected a deserving BTD in his Leda LT22 Chevrolet from Richard Thwaites' Packmell McLaren M10B Chevrolet.

The course was shortened to allow for a hard collecting area out of the paddock and the cars started just out of the hairpin. There were a number of non-arrivals and some local competitors were away chasing Castrol/ BARC points, but there were still considerable interest in the modifications and new car driver combinations.

BTD winners G Lambert Lada T22 Chevrolet 79 35 6
A Waring J Ford Escort GT 80 49 1 A Frost
J Doss Ascona 80 63 3 Stanton I Cooper S
ZB 78 L M C 23 Vauxha F ace 77 Zb 3.
Ean 28 b 43 E Hw wledge 44 bus
Leew M k 15 b h fustat 77 72 1 M Barram
J 75 Sundr l d Lda T22 26 44 Fod
Tadman 43 B abram 71 35 b 4 O Pfa 3
Gue & G 7 26 43 A Hamer 1e 1d vauhent,
Ze 26 4 J Lambert B May de Rader Merlat,

Continued from page 21

by the SMT Firenze of Bill Dryden who posted himself on the tail of the Celtic-Homes car. This was the form until Niven spun out of Arena with a deflating tyre, being narrowly avoided by the Firenze which assumed the lead, as John Watts in the TSB Mini Cooper S skilfully parried the attentions of the Arden Cooper, until the penultimate lap when Gunn slashed past into second establishing a new class record. The one and only Gerry Marshall hustled a 1.8 Viva around in 11th place as only he can, but this Group 1 car was no match for the special saloons.

The Modsports 10-lapper following was notable for the number who spun off, initiated by leader Mike Nugent who lost his 1.8 Elan out of Left Handers on the opening lap, necessitating a spin by John Absalom whose avoiding action unfortunately bent his 1.8 Ford-engined Ginetta G4 around a building

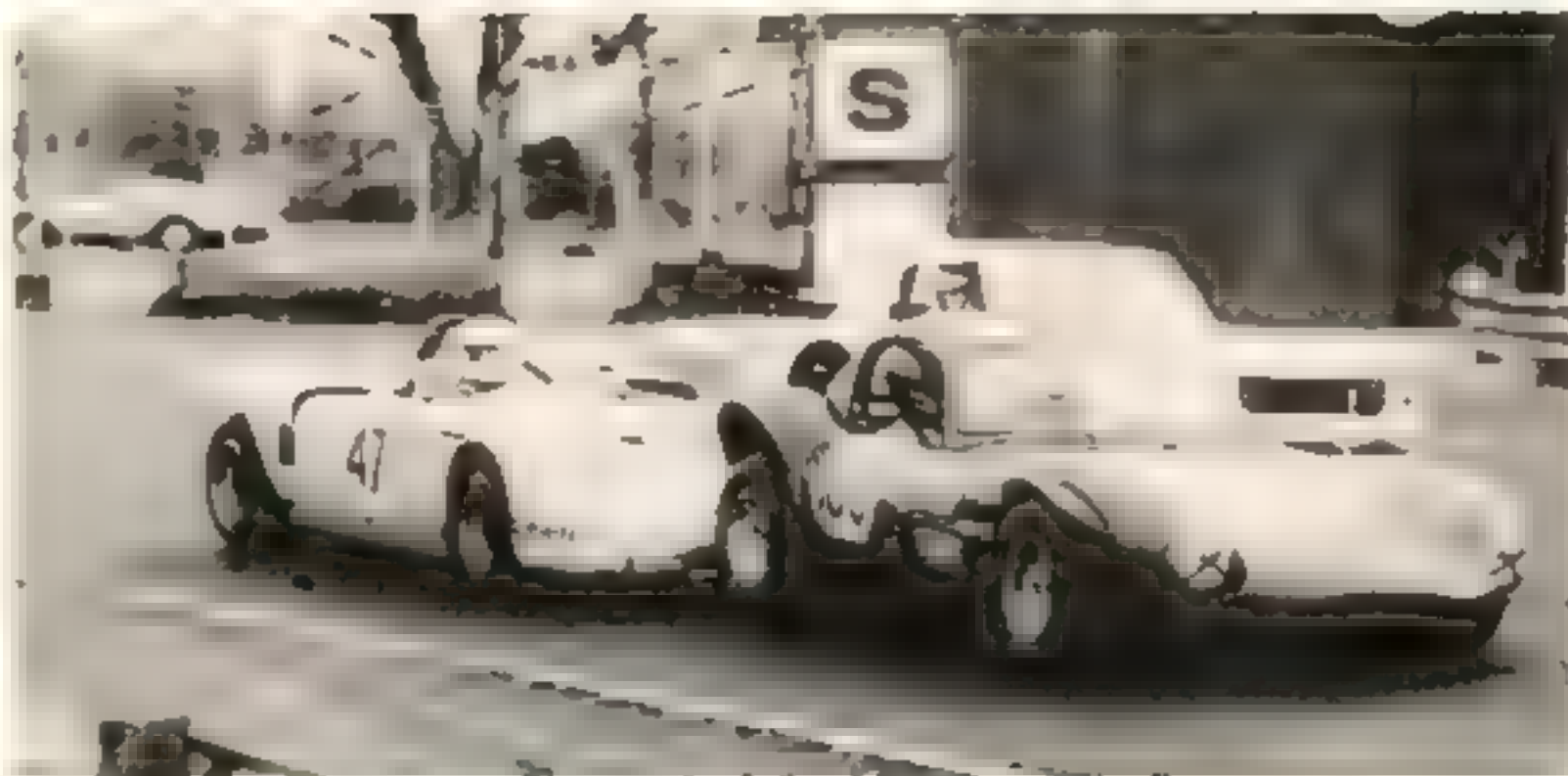


Bernard Unett's victorious Hunter

This left Jon Fletcher to emerge in the lead from Dave Morton in an Elan well clear of an unholy battle for third place between Bob Hendry (1.3 MG Midget), Reg Forrester-Smith (1.1 Ginetta G4) and John Blades in the Clan Crusader, which was resolved when the Ginetta spun. The mêlée allowing Blades into third place as the Ginetta spun on the next lap and collected Hendry's rear wheel causing his retirement. Meanwhile all this was to Mike Nugent's benefit, as he made frantic progress through the field to finish fourth and take away a new lap record.

Eleven cars appeared for the first Group 1 race, in the £801-£1050 and the over £1500 classes, with Richard Lloyd thundering the sleek Chevrolet Camaro Z28 ahead of Gordon Spice in the Wisharts Ford Capri 3000 GT, the pair opening a gap on the Shellport Luxembourg BMW 3.0 Si burning much rubber out of the hairpin to the chagrin of head shaking Tony Lanfranchi. Lloyd and Spice were separated by 0.5 s at the end while John Handley urged the Alfa Romeo 2000 GTV along looking rapid through the bends to harry Lanfranchi and pull away from Roger Bell's Rothmans BMW 3.0 Si. Wendy Markey in the Cronks BMW 2002 Ti could not fend off local driver Eddie Labinjoh in the Fisher Garage Alfa 2000 GTV. After following Ivan Dutton's Escort Jennifer Birrell in the Simca Rally 1 was black flagged with a loose exhaust after four laps, letting Denis Bissell in the Capital Motors Viva 1800 move up a place heading Mike Bundy in the Marina Coupe, the former rolling up the front wing of the Viva on the slowing down lap!

Bernard Unett in the Chrysler Dealer Team Hunter GLS dominated the other race completing his 10 laps at an indecently fast rate, to finish well clear of Tim Stock's 2.3 Firenze SL which had Jeff Hazelwood (Mexico) almost 20 s in arrears with Nigel Stovin-Bradford's tyre squealing Hunter GLS and Dalgetty's



Labinjoh's Fisher Spyder helps Forrester Smith's Ginetta into a spin with Hendry's Midget keeping out of touch.

Ford Escort Mexico at similar intervals behind. Tony Lanfranchi led the stately up to £800 class in the Moskvich 412 despite the continued attentions of John Worton's BT Mk Mini Mk 3 which earned the class record for his efforts. Eric Horsefield drove the John Webb Moskvich well ahead of 'Olantha' in the Satra Motors car which managed to over come the Hillman Imp of Rod Birley.

Despite it being his first outing with the ex-Emerson Fittipaldi Lotus 69, John Blades blew the opposition off in the libre 12-lapper, to finish almost 7 s ahead of the ex-John Wingfield Brabham BT38 driven by two times Scottish hill champion Iain McLaren. Fellow hill climber Doug Thomson brought up third in his re-vamped Ecosse Imp now with many Bavan places in the engine, after Ken Allen pulled off his sparkless Chevron B15. The excitement was the fifth place dice between Jeffrey, MacGillivray, Lawson, who rekindled their FF battle with Ted Dzierzek in the Hawke Atlantic; the Elden Mk 10 of Andrew Jeffrey pulled away to finish 6.6 s ahead of the others.

The Burmah Trophy race final for Special Saloons was contested over 15 laps. Bill Dryden slammed the Lotus 16-valve headed Firenze away ahead of the quick Mini-Ford of Sedic Bell, the pair opening a gap to Jim Dryden in the Longman 1.3 Mini Cooper S. Jim Pinkerton, whose 1.3 Mini Cooper was later black flagged for a loose bonnet following a nudging match with Denis Huntley's Ford Escort. Young Norman Dickson had his

Sunbeam Imp handily placed next up.

Leader Dryden had his near-side front wheel lock going into the hairpin putting the car into a spin on the grass to slam into the armco broadside, the shaken driver being removed by ambulance while Bell retired his Mini-Ford with a useless fuel pump. This excitement let Doug Niven in the Boss Escort sneak up ahead of Jim Dryden, but he was not classified having driven straight out of the paddock into the race. Then Jim Dryden was noted holding the bulging windscreen of his Longman Mini which allowed Denis Huntley to hustle his Escort into the lead which he maintained to the flag.

The final race of this long programme found Tony Charnell with a new and thicker flywheel in his Chevron Gropa Mk 2, which had caused clutch slip on his previous race, but some spacers cured this and he bombed off to lead his rival Eddie Labinjoh (Fisher Spyder 1100) and John Cleland driving the ex-Charnell Chevron B8 extremely well in his first circuit race in this machine. Mel Ross who had led off in his Mallock U2 Mk 118, went wide at the hairpin letting the others past and had a forceful Jon Fletcher (Elan) to contend with, hotly pursued by John Blades' Crusader and Dave Morton's Elan. Cleland was downgraded to fourth by Mel Ross taking advantage of the Chevron's excursion on to the grass while Blades and Morton slammed past Fletcher to take fifth and sixth when Forrester-Smith spun his Ginetta G4 at Arena.

Burmah Trophy Race for Special Saloons up to 2000 cc (Heat One) 10 laps 1.54 s. 2. 5.4 s. 3. 8.1 s. 4. 10.8 s. 5. 13.5 s. 6. 16.2 s. 7. 18.9 s. 8. 21.6 s. 9. 24.3 s. 10. 27.0 s. 11. 29.7 s. 12. 32.4 s. 13. 35.1 s. 14. 37.8 s. 15. 40.5 s. 16. 43.2 s. 17. 45.9 s. 18. 48.6 s. 19. 51.3 s. 20. 53.7 s. 21. 56.1 s. 22. 58.5 s. 23. 60.9 s. 24. 63.3 s. 25. 65.7 s. 26. 68.1 s. 27. 70.5 s. 28. 72.9 s. 29. 75.3 s. 30. 77.7 s. 31. 80.1 s. 32. 82.5 s. 33. 84.9 s. 34. 87.3 s. 35. 89.7 s. 36. 92.1 s. 37. 94.5 s. 38. 96.9 s. 39. 99.3 s. 40. 101.7 s. 41. 104.1 s. 42. 106.5 s. 43. 108.9 s. 44. 111.3 s. 45. 113.7 s. 46. 116.1 s. 47. 118.5 s. 48. 120.9 s. 49. 123.3 s. 50. 125.7 s. 51. 128.1 s. 52. 130.5 s. 53. 132.9 s. 54. 135.3 s. 55. 137.7 s. 56. 140.1 s. 57. 142.5 s. 58. 144.9 s. 59. 147.3 s. 60. 149.7 s. 61. 152.1 s. 62. 154.5 s. 63. 156.9 s. 64. 159.3 s. 65. 161.7 s. 66. 164.1 s. 67. 166.5 s. 68. 168.9 s. 69. 171.3 s. 70. 173.7 s. 71. 176.1 s. 72. 178.5 s. 73. 180.9 s. 74. 183.3 s. 75. 185.7 s. 76. 188.1 s. 77. 190.5 s. 78. 192.9 s. 79. 195.3 s. 80. 197.7 s. 81. 200.1 s. 82. 202.5 s. 83. 204.9 s. 84. 207.3 s. 85. 209.7 s. 86. 212.1 s. 87. 214.5 s. 88. 216.9 s. 89. 219.3 s. 90. 221.7 s. 91. 224.1 s. 92. 226.5 s. 93. 228.9 s. 94. 231.3 s. 95. 233.7 s. 96. 236.1 s. 97. 238.5 s. 98. 240.9 s. 99. 243.3 s. 100. 245.7 s. 101. 248.1 s. 102. 250.5 s. 103. 252.9 s. 104. 255.3 s. 105. 257.7 s. 106. 260.1 s. 107. 262.5 s. 108. 264.9 s. 109. 267.3 s. 110. 269.7 s. 111. 272.1 s. 112. 274.5 s. 113. 276.9 s. 114. 279.3 s. 115. 281.7 s. 116. 284.1 s. 117. 286.5 s. 118. 288.9 s. 119. 291.3 s. 120. 293.7 s. 121. 296.1 s. 122. 298.5 s. 123. 300.9 s. 124. 303.3 s. 125. 305.7 s. 126. 308.1 s. 127. 310.5 s. 128. 312.9 s. 129. 315.3 s. 130. 317.7 s. 131. 320.1 s. 132. 322.5 s. 133. 324.9 s. 134. 327.3 s. 135. 329.7 s. 136. 332.1 s. 137. 334.5 s. 138. 336.9 s. 139. 339.3 s. 140. 341.7 s. 141. 344.1 s. 142. 346.5 s. 143. 348.9 s. 144. 351.3 s. 145. 353.7 s. 146. 356.1 s. 147. 358.5 s. 148. 360.9 s. 149. 363.3 s. 150. 365.7 s. 151. 368.1 s. 152. 370.5 s. 153. 372.9 s. 154. 375.3 s. 155. 377.7 s. 156. 380.1 s. 157. 382.5 s. 158. 384.9 s. 159. 387.3 s. 160. 389.7 s. 161. 392.1 s. 162. 394.5 s. 163. 396.9 s. 164. 399.3 s. 165. 401.7 s. 166. 404.1 s. 167. 406.5 s. 168. 408.9 s. 169. 411.3 s. 170. 413.7 s. 171. 416.1 s. 172. 418.5 s. 173. 420.9 s. 174. 423.3 s. 175. 425.7 s. 176. 428.1 s. 177. 430.5 s. 178. 432.9 s. 179. 435.3 s. 180. 437.7 s. 181. 440.1 s. 182. 442.5 s. 183. 444.9 s. 184. 447.3 s. 185. 449.7 s. 186. 452.1 s. 187. 454.5 s. 188. 456.9 s. 189. 459.3 s. 190. 461.7 s. 191. 464.1 s. 192. 466.5 s. 193. 468.9 s. 194. 471.3 s. 195. 473.7 s. 196. 476.1 s. 197. 478.5 s. 198. 480.9 s. 199. 483.3 s. 200. 485.7 s. 201. 488.1 s. 202. 490.5 s. 203. 492.9 s. 204. 495.3 s. 205. 497.7 s. 206. 500.1 s. 207. 502.5 s. 208. 504.9 s. 209. 507.3 s. 210. 509.7 s. 211. 512.1 s. 212. 514.5 s. 213. 516.9 s. 214. 519.3 s. 215. 521.7 s. 216. 524.1 s. 217. 526.5 s. 218. 528.9 s. 219. 531.3 s. 220. 533.7 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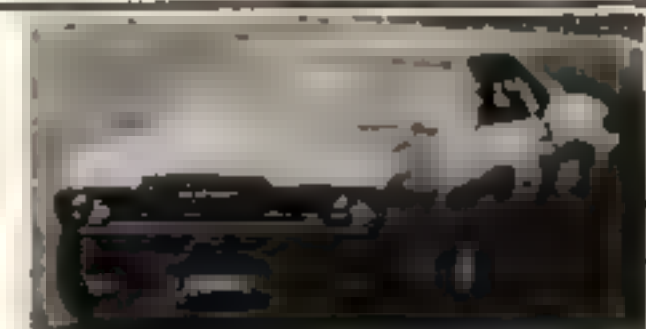
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LONGRIDGE

Staniforth starts on top

The first season to include full scale motor racing at Longridge near Preston, Lancs, got under way on Sunday with Longton and DMC's sprint meeting, on April 8. Sponsored by Duckhams, it was the first round in the club's 'Slendered Sprint Championship' which is due to culminate in September with a meeting on a 2 1/2 mile section of the Isle of Man TT course. These factors combined with the

fine weather attracted a varied entry and a good crowd to watch the day's events.

The circuit which has undergone a lot of improvement during the winter months in readiness for the coming race meetings, is laid out in a quarry and the "cliffs" surrounding it provide the spectators with a good view of the whole track. Within its 900-yard length it has two hairpins and a sweeping left-hand bend giving it a near figure-of-eight shape; an undulating "straight" adds further to the variety.

Sprint competitors completed approximately 2 1/2 laps for each run giving a distance just over a mile. After an incident packed practice had delayed the start a little, the organisers made up time to good effect and each car was given three runs. Fastest time overall

went to Alan Staniforth's Mini-powered Terrapin single seater with the same car driven by Graham A. Smith setting second fastest time to give Smith the class.

Undoubtedly the most exotic car present was Paul Pycroft's beautiful De Tomaso Pantera which was driven to a worthy second in class. John Briggs' F5000 Harris Traco Chev proved a bit of a handful in a practice run and smote the sleepers just after the start. However it reappeared later with a bandaged nose and duly took its class.

PETER McFADYEN

STD Alan Staniforth (Terrapin) 73.20 s.
Class winners John Bury (Midget) 75.00 s.
Uley (Eves) 71.52 s. Warren South (Lancs) 75.93 s.
Graham A. Smith (Terrapin) 73.05 s. John Briggs
Harris Traco Chev. 74.39 s. Mike Lord (Eliant T2),
Bill L. Roy Greenwood (Cooper) 87.14 s. Bobby Fryer
(Cooper S) 78.04 s. Colin Rogers (Cooper S) 78.12 s.
Richard White (Exotic) 74.13 s. Peter Davey (Bentley),
83.09 s. John Ascroft (Eliant) 75.20 s.

The revamped Longridge circuit which has its first race meeting on April 29



MOTORING CLUBMAN

DAVE STONE

With the current rapid growth of drag racing in the UK, it is a good thing that the sport is breeding its own stars, and perhaps the best known after Skilton and Priddle is Dave Stone, an amiable 23 year old from Dagenham. Long a fan of dragging, it was Dave who persuaded his father Dennis to buy the "Opus One" altered back in 1969, a car that the pair campaigned with considerable, if expensive, success with its 327 Chevrolet engine. After managing a 10.5 s, they decided to go to a big-block 427, and got down to mid-nines in 1971 with the car.

For the '72 season, Dave took over the driving full time, and really started to show what he could do. With the same engine in a new, longer chassis, great things were expected, and after some initial troubles with clutches, the potential was realised. Taking on the bigger supercharged cars of Whittle, Elson, etc, Dave overcame any disadvantage with his lightning reflexes and almost uncanny control over what was frequently a very hairy ride.

During the year he got married, and spent his honeymoon at the Pod running a second quarter. Despite his virtual domination of the Top Competition class, Dave was unlucky in the Castrol/Custom Car championship, having trouble at each round to lose it to Phil Elson. At the August meeting he ran into his first major setback when a rod broke, luckily not doing too much damage. Within a fortnight the team was out again, and he ran his best ever time of 8.52 s at 171 mph, a quicker time than either of the blown altereds had managed.

Nevertheless, Fred Whittle was getting very close, and was getting more top end out of his car, so over the winter, plans were made to keep ahead. Working with his father at their Dagenham Ford garage, he originally planned to add a supercharger to the aluminium Chev motor, but the expense of this put them off. Instead they decided to run the engine even harder on more nitro. Mickey Thomson rods were eased in by grinding clearance in the block, whilst lower compression pistons, bigger sticks and a slightly higher rear-end ratio are all aimed at getting the car into the high sevens.

At the first meeting of the year at Santa Pod, Dave again set the pace with an 8.8 s run at 164 mph on a slightly damp track, and this included an "instant" correction to the car as the back came round off the line. If anyone can make it on to the 7s without a blower, it will be Dave Stone, and when that hurdle is crossed, the funny car contingent had better look out for the flying blue "Tee-Rat."



CLUB CAMEO

Last Saturday, the Aintree Circuit Club staged the first of their race meetings this season on their home circuit, and have two meetings at the circuit later this year on July 28 and September 15.

The ACC was formed in 1954 by Wilf Blundell of Southport with the help of Mrs W. D. Topham to enable enthusiasts to use the world-famous Aintree track for the purpose of private driving practice. Starting with about 10 members the ACC has now become unique, being the only club in the country which can boast its own circuit.

In 1959, the club organised their first race meeting and in 1963 were rewarded with the running of a national meeting on the Grand Prix circuit, a meeting which marked the first appearance in the country of Jack Sears' Ford Galaxia. Following the remarkable achievement of their first effort at organisation on a national level, ACC repeated the meeting in 1964 and may well have been well to the fore in the organisation of national or international events had not the Aintree ARC (circuit owners) been forced to abandon race promotion because of spiralling costs.

Club meetings during this time continued with their 1963 event seeing a new outright record by Roy James' Formula Junior Brabham before James' sudden disappearance from the scene. The magic 1 minute barrier wasn't broken in a meeting until 1970 when Ken Fildes lapped in 101.80 mph (58 s), soon after reduced by Jim Charnock and then by Kim Mather, the last-named further reducing the record last Saturday.

The club meets every Tuesday—summer and winter—at Aintree racecourse where for 26 weeks, from April to September, members have the exclusive use of the club circuit on Tuesday afternoons between 2 pm and 4 pm and on Tuesday evenings from 8 pm to 8 pm, with the maximum of 20 cars circulating at any one time. The circuit is fully manned with fire tender, ambulance, marshals etc during this time and there's refreshment facilities on these occasions as well. A £1 third party insurance fee has to be paid, with £10 being the membership fee for driving members and £2 for associate members.

During the winter, a full social programme is organised to keep the club active during this period including quizzes, a regular monthly film show, discos, noggins and natters etc, the high spot being the annual dinner dance, which is held at the St Georges Hotel, Liverpool.



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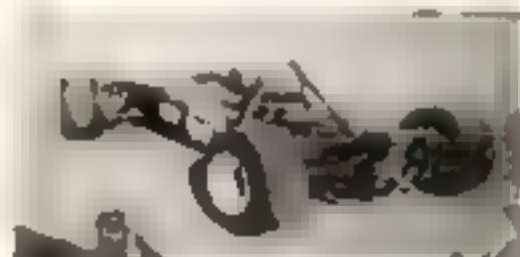


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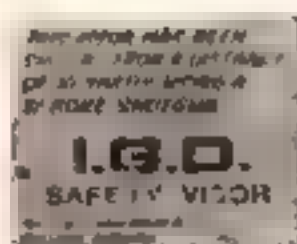
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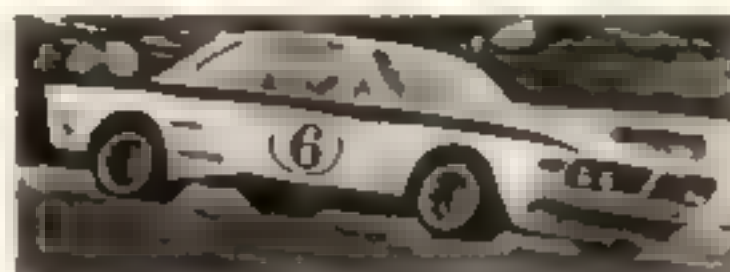
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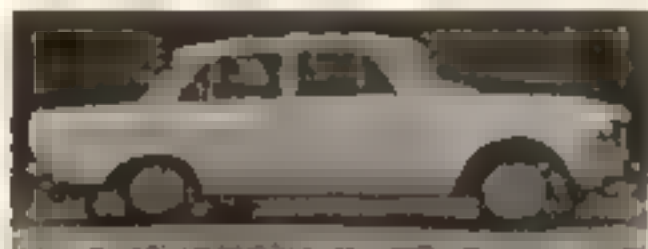
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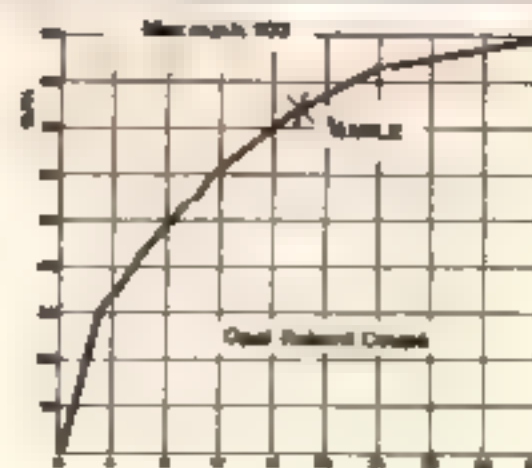
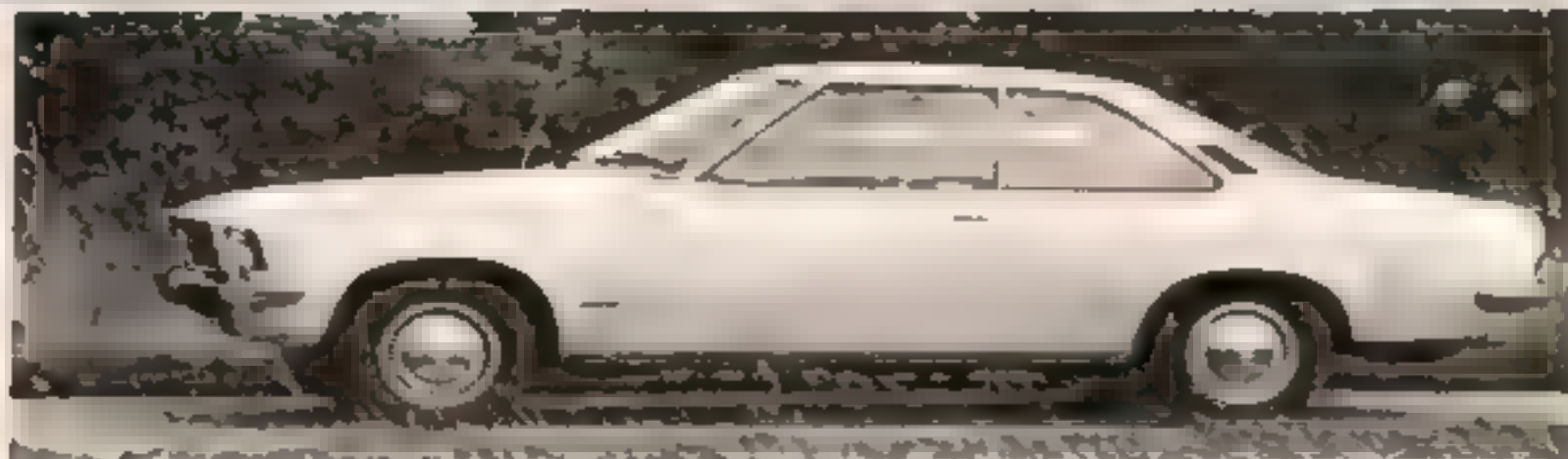
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OPEL ROAD TEST REVIEW



OPEL REKORD COUPE

SPECIFICATION AND PERFORMANCE DATA

Car Tested Opel Rekord Coupe.

Engine: Four cylinder, 93 mm x 64.8 mm (1997 cc). Compression ratio 9.8 to 1. 97 bhp (net) at 5200 rpm. Overhead valves with chain-driven camshaft and rockers. Twin choke Solex downdraught carburettor.

Transmission: Single dry plate clutch. Speed in synchro mesh gearbox with centre change ratios 1.0, 1.56, 2.15, and 3.42 to 1. Hybrid rear axle ratios 1.99 to 1.

Chassis: Combined steel body and chassis. Independent front suspension by wishbones incorporating an oil-co. springs and anti-roll bar. Rack and pinion steering gear. Live rear axle on five links and coil springs. Telescopic dampers all round. Servo-assisted twin disc brakes with front discs and rear drums. Split-on disc wheels fitted 175 SR 4 radial p.p. tyres.

Equipment: 12 v.e.l. lighting and starting. Speedometer, clock, water temperature and fuel gauges, heating, demisting and ventilation system, 3 speed windscreen wipers and washers, washing direction indicator, reversing lights, radio (extra).

Dimensions: Wheelbase 8 ft 9 in. Track (front) 4 ft 8.2 in. (rear) 4 ft 7.6 in. Overall length 13 ft 1.5 in. Width 5 ft 8 in. Weight 1 ton 3 qrs.

Performance: Maximum speed 103 mph. Speeds in gears: 1st 43 mph, 2nd 54 mph, 3rd 63 mph. Standing quarter mile 18.0 s. Acceleration 0-50 mph 3.2 s. 0-50 mph 8.2 s. 0-60 mph 11.5 s. 0-80 mph 22.0 s. 0-100 mph 37.5 s.

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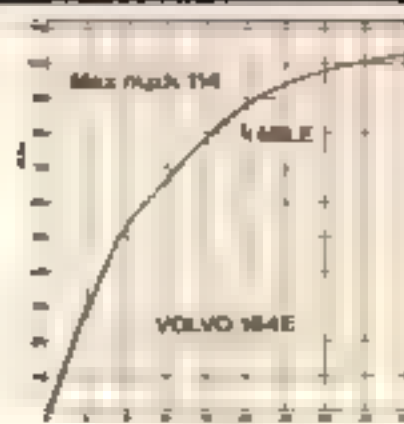
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VOLVO ROAD TEST REPORT



VOLVO 164E



SPECIFICATION AND PERFORMANCE DATA
 Car tested: Volvo 164E 4-door sedan with automatic transmission, price £1,979 including tax.
 Engine: Six-cylinder 88.92 mm x 80 mm (2978 cc), compression ratio 10 to 1, 160 bhp (net) at 5400 rpm. Pushrod-operated overhead valves. Bosch electronic fuel injection.
 Transmission: Hydraulic torque converter and 5-speed automatic gearbox, ratios 1.0, 1.45 and 2.39 to 1. Hypo-g rear axle ratio 3.31 to 1.

Chassis: Combined steel body and chassis, independent front suspension by wishbones, coil springs and air rods. Bar power-assisted steering by steering gear. Lateral rear axle with a pair of trailing arms and Panhard rod. Telescopic dampers at front. Servo-assisted disc brakes with small drums for handbrake. Bosch disc wheels fitted 185/70 R15 and 4 x 16 tyres.
 Equipment: 17 lighting and parking, speedometer, fuel and temperature gauges, heating, demisting and ventilation system with heated rear window, 3-speed

windscreen wipers and washers. Folding direction indicator. Radio, 6-speaker stereo, Radio Centre. Dimensions: Wheelbase 8 ft 10 1/4 in, track 4 ft 9 1/4 in. Overall length 15 ft 5 1/4 in, width 5 ft 8 1/4 in, weight 1 ton 11 cwt.
 Performance: Maximum speed 114 mph. Standing quarter mile 17.4 s. Acceleration: 0-30 mph 4 s, 0-50 mph 7 s, 0-60 mph 10.1 s, 0-80 mph 16.8 s, 0-100 mph 31 s.
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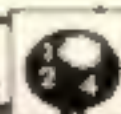
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